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THE LITERARY DIGEST
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# TOPICS - OF - THE - DAY

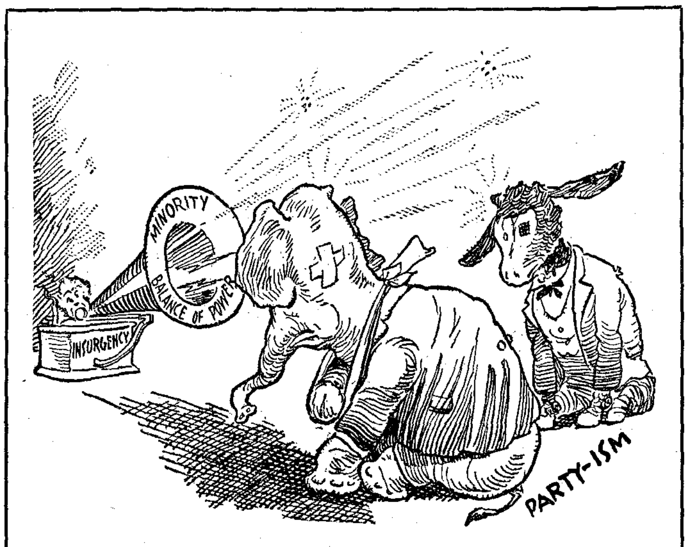
(This title registered in U. S. Patent Office)

## CONGRESS STRIKES BACK THROUGH "THE DIGEST"

CONGRESS, AS REPRESENTED by some three-score Senators and Representatives as spokesmen in the main flatly denies the charges hurled against it by leading American citizens in THE LITERARY DIGEST of May 10, and at the same time administers to its critics some sharp and resounding blows. It will be recalled that the main counts in this unofficial indictment of our legislators were: Waste of time in muckraking and partizan investigations; jealousy of the Executive branch; political cowardice and "pussy-footing"; domination by blocs; local-mindedness; usurpation of States' rights; lack of idealism, and subordination of national prosperity to partizan politics. There was also an assertion by Judge Gary of the Steel Corporation that "the worst thing we have is our American Congress"; and a statement by the head of a New York bank coupling Congress with Bolshevism as a menace to the American nation.

Most of these charges are either indignantly denied or held up to ridicule by the spokesmen for Congress to whose attention we called them, altho a few, chiefly in the regular Republican ranks, admit the hampering domination of organized minorities and blocs. One Eastern Republican Representative, who does not wish to be quoted over his name, even confesses that he agrees with Judge Gary's estimate of our present lawmakers. But most of those Congressmen who concede and discuss certain faults in the body they represent add a reminder that "Congress is what the voters make it, and the people themselves are therefore responsible for its shortcomings." As Congressman Cyrenus Cole, Republican of Iowa, puts it, "the primary fault in this Congress has been that too many have tried to follow the jazzed music of the times." But Mr. Cole thinks that even "the critics who glared or glowed in your symposium might find it hard to make laws satisfactory to all the people of to-day"; and he suggests that if they could be persuaded to try, "the radio and movie rights ought to be enough to pay all expenses."

Attacks on Congress have been centered mainly on the results achieved by a small insurgent group of Northwestern Republicans, sometimes spoken of as the La Follette bloc, who hold the balance of power. It was due chiefly to this fact that the legislative program of the supposedly dominant Republican majority could never be sure of smooth sailing. Of special interest, therefore, are the replies of representatives of this group. As Senator La Follette of Wisconsin, its leader, sees the situation, Judge Gary speaks for "the organized plunderbund which fattens off special privileges from the Government" when he denounces Congress. Mr. La Follette also accuses "the responsible leaders of the party in power" of stimulating such attacks, and he confidently avers that "a campaign based upon the assumption that the American people are so degenerate as to be indifferent to governmental corruption or so ignorant as to be deceived regarding the real import of the Senate exposures is doomed to failure." "The attempt to raise a hue and cry against Congress," agrees Senator Lynn J. Frazier of North Dakota, another insurgent, "is merely a clever ruse on the part of certain interests to divert the attention of the people from the shocking and damaging disclosures of corruption brought out by the Congressional investigations. It is an attempt to save the present Administration from its past sins, and to destroy the effect of the awakened civic conscience by leading its attention to something else." "The printable things that I think about Judge Gary and his crowd," writes Senator Smith W. Brookhart, another member of the La Follette group, "may be briefly stated as follows":



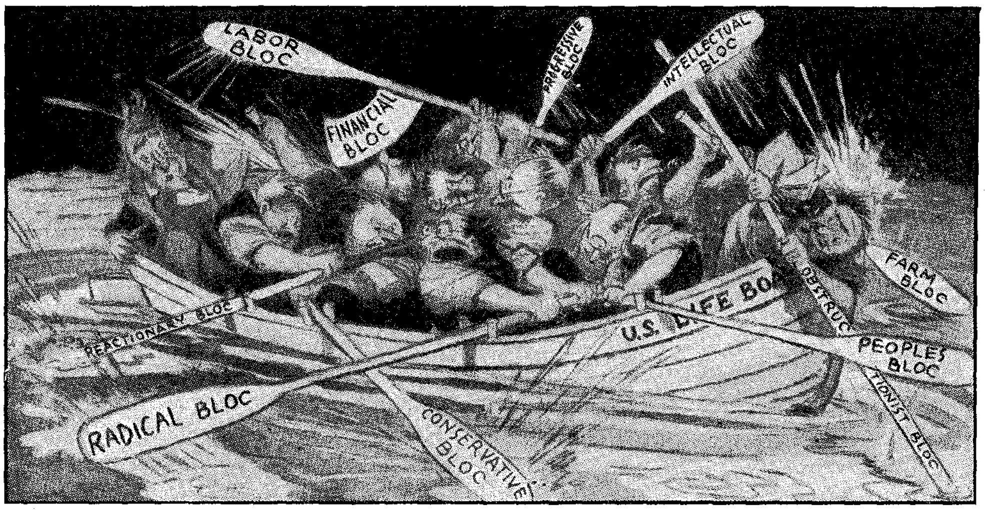
THEIR MASTER'S VOICE!

—Thiele in the Sioux City *Tribune*.

> "I have no doubt that Judge Gary, and the bankers and monopolists with whom he associates, would gladly abolish Congress and take over the legislative functions of Government themselves. They are not Americans. They are financial autocrats who have directly and indirectly acquired a power in every department of Government beyond all bounds of genuine Americanism. Investigations have shown many of the trade organizations to be illegal, and still they are able to avoid prosecution.
>
> "A recent bulletin of the Department of Commerce shows that all the work of all the people of the United States, added to all the earnings of all the capital in the United States, added to all the advance in property values in the United States from 1912 to 1922 only amounted to 5 per cent. annually; but Judge Gary and his crowd like to organize combinations of wealth to charge the American people profits many times this average earning of all. Their banking system demands an interest earning many times this at the expense and even destruction of agriculture and of the common people, and calls it business. It is extortion. It is taxation without representation as truly as the tax on tea that gave us American independence. Congress should be proud to be criticized by these men."

The present Congress contains "more men in both House and Senate interested in serving the common people than have been there in many a day," declares Senator Magnus Johnson of Minnesota, who represents the Farmer-Labor party, but votes generally with the Republican insurgents. Taking up some of the specific charges against it, Senator Johnson concedes "a lack of idealism on the part of the leaders," but goes on to say:

> "Congress has done a most useful work in uncovering corruption and inefficiency in several Departments of the Government. Tho the investigations carried on by several Senate committees may have had something of a political motive back of them, they have been of tremendous service to the country. In fact, I should say that the value of these exposures of corruption and inefficiency can not be overestimated.
>
> "The great difficulty even with some of the progressives is that they don't know where they are going. They lack program. Even so, a few have vision and understanding of what must be done, and I believe that in a comparatively short time Congress will have before it a workable plan for remedying the ills that afflict the farmers and the common people generally.



From *Collier's The National Weekly* Reproduced by permission

WE AREN'T GOING TO MAKE MUCH PROGRESS IN ANY DIRECTION
IF EVERY ONE PULLS IN AN OPPOSITE DIRECTION

—Darling in *Collier's, The National Weekly.*

> "In my opinion there is nothing to the charge that there is jealousy of the Executive branch. I should say, too, that there is very little to the charge that States' rights are usurped.
>
> "As regards the 'subordination of the business interests of the country to partizan politics': I want to say that the opposite is the truth. Partizan politics is and has been constantly subordinated to the interests of big business."

Representative James A. Frear, of Wisconsin, another Republican insurgent, criticizes "THE LITERARY DIGEST and other reputable mediums of publicity" for having stirred up condemnation of Congress—to which he now has his chance to reply in the same forum—and he adds:

> "Congressmen and Senators we may fairly assume are no different from others chosen from the ranks of the people of the country. Gary before a body of bankers or men who think largely in dollars would not find the atmosphere of Congress congenial, for Gary's standards do not here prevail. As a business man no criticism need be offered against Gary, and yet any jury that passed upon Gary's business methods as reflected by his great company and its history would find other occupation than analyzing his denunciation of the American Congress."

So much for the insurgents. Not of this group, but a leader of the farm bloc, is Senator Capper, Republican, of Kansas, who reminds us that "criticism of Congress is not a new experience." To quote his letter further:

> "The most frequent of present objections is that Congress is wasting the country's time in investigations designed primarily for partizan advantage. There is some justification for this criticism. Yet the inquisitorial function of Congress is a vital prerogative. It stands between the people and betrayal of public trust by public servants in departments of government remote from the immediate authority of the people.
>
> "The objection that Congress is obsessed with jealousy of the Executive is absurd, but prevalent. Congress is not the creature of the Executive; nor is the Executive the subordinate of Congress. Each is independent of the other. Yet each is charged with a joint responsibility in the conduct of affairs. There is no present occasion for jealousy, and none exists."

Any "general and indiscriminate condemnation of the United States Senate brands with shame and ignorance only the demagogic calumniator himself," declares Senator Selden P. Spencer, Republican, of Missouri, who characterizes the Upper House as "a fearless, patriotic, honest, diligent body of men." He admits, however, that it has been guilty this session of failures, "both in omission and commission," and he attributes these failures to "the present (I trust temporary) lack of any party control with its resulting responsibility."

Because of "the unlimited debate rule," "it is possible for a very small minority of the Senate to delay and hamper business which the great majority want to do," says Senator Frank B. Willis, Republican, of Ohio, who writes further:

> "The long sessions of Congress make it difficult for Senators to get back home and find out what is the actual sentiment of the people. In my judgment we must have shorter sessions and a rule that will permit a considerable majority of the Senate to do business when it is ready to do business; but, I think much of the criticism which has been made is ephemeral and unjustified, due largely to the changing conditions of the times and the changing attitude as to the way in which elected representatives should view the interests entrusted to their disposition."

The attacks upon Congress, thinks Senator Thomas J. Walsh, Democrat, of Montana, who took a leading part in the Teapot Dome investigation, have been "dignified out of all proportion to their importance." He goes on to say:

> "Why should the country worry over the fact that Judge Gary does not like the present Republican Congress? No one imagined he did. His ideal Senate is one made up of Mark Hannas, Cal Brices, Joseph B. Forakers, Boies Penroses and John H. Mitchells, dependable men whose souls are never stirred by such trifles as a twelve-hour work day, child labor, or the exploitation of the national resources for private gain.
>
> "The animus of the attacks to which THE LITERARY DIGEST has given such prominence is perfectly understood by the reading public. They originate in chagrin because the Congress has passed the bonus bill and did not endorse the Mellon Plan of tax-reduction in the revenue bill; because Representatives in both Houses, mainly from the Northwest, where, despite the assurances of Judge Gary about abounding prosperity, such distress prevails as has never been known in its history, refuse, for reasons satisfactory to themselves, to go along with the Old Guard Republicans."

Another Democratic Senator from Montana, Burton K. Wheeler, who presided over the Daugherty investigation, writes us in part as follows:

> "If the exposure of fraud, incompetence and malfeasance in office is 'muckraking,' then let Congress continue in the business until all the muck is removed from all public places. The very charge of 'muckraking' confesses the fact that there is muck to rake—and to be raked.
>
> "The charge . . . that these investigations are partizan . . . is almost too ridiculous to confute. It is a well-known

fact that every committee conducting an investigation is composed of a majority of Republican members appointed by a Republican majority."

"One of the troubles we have here in Congress is to get at the truth of things," writes Senator Duncan U. Fletcher, Democrat, of Florida. And another Democrat, Senator Joseph E. Ransdell, of Louisiana, assures us that "at least nine-tenths of the 531 Members of Congress are actuated by as high, if not higher, motives than the leaders in any walk of life."

Turning now to the House, we will hear first what the Republican Congressmen have to say. The present flood of criticism, explains Representative William R. Green of Iowa, chairman of the powerful Committee on Ways and Means, is born of the complexity and importance of the post-war problems with which Congress must deal. We read:

> "For several years before the war there were no questions of special importance for Congress to decide. Its work was largely routine. The war changed all this and laid upon Congress the burden of providing revenue to meet the interest on an enormous debt, of caring for hundreds of thousands of disabled soldiers, of meeting business and financial emergencies so great that they can only be compared to the war itself, which was the greatest ever known."

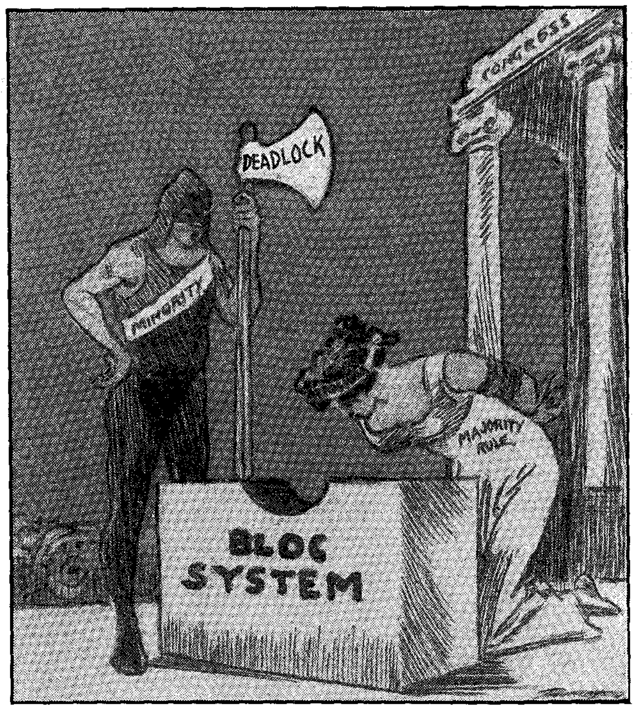
"Congress is what the people make it," writes Allen T. Treadway, another Massachusetts Congressman, who urges the public to meet its responsibilities in the primaries. Congressman George Holden Tinkham, also from Massachusetts, agrees with the critics that Congress is losing the confidence of the people. "The Direct Primary is the outstanding culprit," writes Congressman John D. Clarke of New York, for it "develops local-mindedness rather than national-mindedness."

The electorate is responsible for Congress, agrees Representative John Taber, also of New York. The charge against Congress of usurpation of States' rights is true, and important, but "entirely removable," writes Representative George F. Brumm of Pennsylvania.

From the same State, Representative T. W. Phillips, Jr., writes that "the country has just the kind of Congress which it creates." "What right," he asks, have the people to criticize Congress when less than 25 per cent. of the qualified electorate vote at the primaries, and less than 50 per cent. at the general election?" Lack of a strong party majority is the root of the trouble, writes Representative Charles E. Fuller of Illinois. Another Illinois Congressman, William P. Holaday, successor to Joseph G. Cannon, assures us that Congress, because of the direct primaries, is more responsive to the desires of the people than ever before. "Any faults that the Congress manifests are the faults of the people generally," says Representative Morton D. Hull, also from Illinois.

The individual member of Congress, complains Representative Benjamin L. Rosenbloom, of West Virginia, is so "hampered by rules, blocs, groups and filibusters," that he finds it "extremely difficult to legislate freely and intelligently." "If Congress is wrong then the American people are wrong, and that I am not willing to concede," writes Representative Robert G. Simmons of Nebraska. From North Dakota Representative O. B. Burtness also reminds us that "Congress is a cross-section of the whole country" and that "almost all legislative questions are highly controversial, permitting honest differences of opinion." Representative Edward C. Little of Kansas suggests that "ordinary self-respect" should lead "any voter, even if an editor, to demand courteous treatment and ordinary civility and decent respect for the men that one hundred and ten million people have selected to make our laws." A Congress that pleased Judge Gary would not be likely to win the approval of the people generally, thinks Representative C. A. Christopherson of South Dakota. "Mr. Citizen, if you want to see the fellow who is responsible for what you consider legislative ills, you don't have to come to Washington; you can see him when you shave," writes Representative William N. Vaile of Colorado. "Criticism of Congress is always prompted by the disappointment of selfish interests," declares Representative Henry E. Barbour of California. And from the same State Representative J. D. Fredericks assures us not only that "Congress is no better and no worse than the country," but that it is "the hardest-working body of men I have seen in over a half century's experience with life and business."

These replies have all been from the Republican side of the House. Let us hear now what Democratic Congressmen have to say. Explaining that "mine is the view-point of one who hails from the wide-open West," Representative Charles L. Richards of Nevada warns "my brothers of steel mills and institutions of finance "that there is no force that can have a more dire effect upon this wonderful government than the utterances of the captains of industry and finance, who have been nursed and nurtured through government policies." Such men as Judge Gary, writes Representative Tom C. Connolly of Texas, "do not believe in representative government at all, but believe in rule by cabinets and bureaucrats." This view is exprest with variations by Representatives Anthony J. Griffin, Frank Oliver, and Loring M. Black, Jr., of New York. Representative James M. Mead of New York defends the investigations, while Representative John J. Kindred, also of the Empire State, denies all the charges against Congress except that of usurping States' rights, which he concedes. Congress is "the buffer against which the Socialistic wave now sweeping the country is breaking," writes Representative Joseph T. Deal of Virginia. Congress is sound and efficient, declares Representative Henry T. Rainey of Illinois, but it is hampered by too much outside interference.



THE HEADSMAN

—Thurlby in the Seattle *Times*.

"When a Congressman knows he is doing his duty and not catering to special interests, he ought to feel satisfied," writes Representative W. A. Ayres of Kansas. "The average individual Congressman wants to do what is right," declares Representative Charles L. Abernethy of North Carolina. "The worst thing we have is not Congress, but Judge Gary, Julius Barnes, and their associated bands of industrial and commercial buccaneers," writes Representative Ralph F. Lozier of Missouri. Others who criticize Mr. Gary and his class are Representatives Edgar Howard of Nebraska, John M. Evans of Montana, John J. McSwain and William F. Stevenson of South Carolina, O. J. Kvale of Minnesota, and Clarence F. Lea of California. "The denunciation hurled at Congress by that crew is a certificate of loyalty to the interests of the common, ordinary people," declares Representative Stevenson. "Congress is between the fires of selfish and conflicting interests that are becoming more and more efficiently organized," writes Representative George C. Peery of Virginia, who suggests that a "composite definition of an ideal Congressman from those who are now indulging in this criticism of Congress might run something like this":

> "He should be more Progressive than Lodge, less radical than La Follette; he should favor the rich more than Magnus Johnson and less than Secretary Mellon; he should be a greater friend to Labor than Atterbury, and a lesser friend than Gompers; and he should talk less than Hiram Johnson and more than Calvin Coolidge."

Nevertheless we find Representative Harry B. Hawes of Missouri hurling these additional shafts at Congress instead of joining in its defense:

> "Why not be frank about it?
>
> "The so-called Wisconsin group holds the balance of power in the House and in the Senate and, by throwing this block of votes first in one direction and then in another, they control legislation.
>
> "Specialized propaganda of small minority groups is daily driving Congress to extremes in the matter of national regulation.
>
> "Movements are under way in Washington to control our speech, our food, our clothes, our education, our marriage, divorce, our church, our brains and our pocketbooks. . . .
>
> "We are duplicating the machinery of the States; in this way creating two sets of officeholders to do the same thing; and, unfortunately, there is no decrease of State agents or State expense. We pay two bills for two sets of men to do one job. . . .
>
> "Organized minority blocs are attempting to drive through legislation which is half digested and, through threats and intimidation are making an intelligent majority voice yield to a small organized minority.
>
> "In too many cases Congress is voting for votes rather than voting for principles. The old fundamentals of our Government, the theory of local control over the local intimate things of life, are being assailed again and again.
>
> "Many fine, patriotic, intelligent men occupy seats, but the bloc drives in behalf of some special project are demoralizing even men of this character.
>
> "We are creating new bureaus. Each of these bureaus is given the power to write regulations. These regulations in effect become laws, so that a great many laws which worry business and confuse the public are what might properly be termed clerk-made laws.
>
> "What the nation needs is a long legislative rest. The high cost of uncertainty, the constant threat of change, the bureau-made regulations, make for high cost of living."

## THE NEW TAX MEASURE

When it comes to tax revision, Presidents and Secretaries of the Treasury may propose plans, as more than one newspaper remarks, but Congress does the disposing. The revenue measure passed by Congress, as one correspondent notes, "is essentially a Radical-Democratic bill"; it "is Democratic in rates, Republican in administration," observes another writer. "Tho the Republicans are in control of Congress," it is a "tax bill written by the minority, the Democrats," writes David Lawrence in one of his syndicated dispatches. This, he says, "is one of the most amazing legislative developments of a generation." The new revenue measure, whose chief provisions are summarized on this page, is received in three different ways by the press: some editors welcome it heartily as superior to the original Mellon Plan; some would have greatly preferred the Mellon Plan, but accept the bill worked out in Congress as at least a step in the right direction—a half loaf that is better than no tax-reduction; and there are others who consider it so unscientific and so harmful in certain of its provisions that they would rather have had the law left as it was.

### THE NEW TAX LAW—

Reduces the annual tax bill by $400-000,000.

Provides for a 25 per cent. reduction in this year's income tax.

Keeps the present exemption of $1,000 for single persons and makes $2,500 the exemption for all heads of families regardless of size of income.

Places a normal tax of 2 per cent. on net incomes to $4,000, 4 per cent. on incomes between $4,000 and $8,000 and 6 per cent. above $8,000; the existing rates are 4 per cent to $4,000, and 8 per cent. above.

Begins surtaxes with 1 per cent. at $10,000 and carries them to a 40 per cent. maximum on incomes of over $500,000; the present law starts surtaxes at $6,000, with a 50 per cent. maximum at $200,000.

Makes reduction of 25 per cent. on earned incomes up to $10,000; the first $5,000 of any income is considered earned.

Raises maximum estate tax from 25 per cent. to 40 per cent., with gift taxes to correspond.

Retains existing 12½ per cent. corporation tax.

Repeals or reduces certain miscellaneous taxes.

Provides that names of taxpayers with amount of taxes are to be made public, and Congress is to have access to tax returns.

Reforms administrative procedure.

### WHAT THE TAXPAYER GAINS

Comparison of combined tax paid by married man with no dependents under the old law, and under the new, as computed by Senator Simmons, who proposed the new rates:

| *Income* | *Present Law* | *New Law* |
|---|---|---|
| $3,000 | $20 | $7.50 |
| 4,000 | 60 | 22.50 |
| 5,000 | 100 | 37.50 |
| 6,000 | 160 | 57.50 |
| 7,000 | 250 | 87.50 |
| 9,000 | 430 | 167.50 |
| 10,000 | 520 | 207.50 |
| 14,000 | 940 | 477.50 |
| 20,000 | 1,720 | 1,017.50 |
| 26,000 | 2,740 | 1,737.50 |
| 36,000 | 4,860 | 3,297,50 |
| 50,000 | 8,640 | 6,137.50 |
| 100,000 | 30,140 | 22,617.50 |
| 300,000 | 144,640 | 109,650.50 |
| 1,000,000 | 550,640 | 429,617.50 |

The differences between the bill passed by Congress and the "Mellon Plan" are thus sketched by David Lawrence in the Washington *Star:*

> "The chief difference is that persons with incomes running up to $66,000 a year will get a greater reduction in taxes under the Simmons plan than under the Mellon scheme. Above $66,000 and running to $100,000 the reduction would have been greater under the Mellon Plan, tho there is really only a slight difference. Above $100,000, however, the differences are material The Mellon Plan would have cut the taxes of the persons of larger income, the theory being that such a procedure would help business by stimulating capital to go into productive enterprises Senator Simmons introduced as a counter-proposal the idea that under his plan more individuals would benefit—some 6,600,000—and argued that the persons of larger income were not suffering now."

In Congress, the measure wins approval from all parties, and, in fact, it passed the Senate by a ten to one, and the House by a forty to one, vote, Chairman Green (Rep.), of the House Ways and Means Committee, says:

> "The Congress, in answer to the charge that it was not willing to reduce taxation, presents a bill reducing taxes $232,000,000 this year, $361,000,000 the next fiscal year, and over $400,000,000 the following fiscal year. I am satisfied the bill is more scientific than any other ever presented since we commenced the heavy taxation made necessary by the war.
>
> "For the first time we have put estate taxes on a scientific basis where every man will pay a similar amount. We have made the tax so light on smaller taxpayers that no man with an income of $10,000 or less has any reason to complain of the share he pays to the Government.

This, declares Representative James A. Frear, an insurgent Republican, "is the most scientific revenue bill in the history of this country." "The Mellon Plan," adds this opponent of it, "was sold to the country, but the plan was a gold brick, and Congress was wise enough not to accept it."

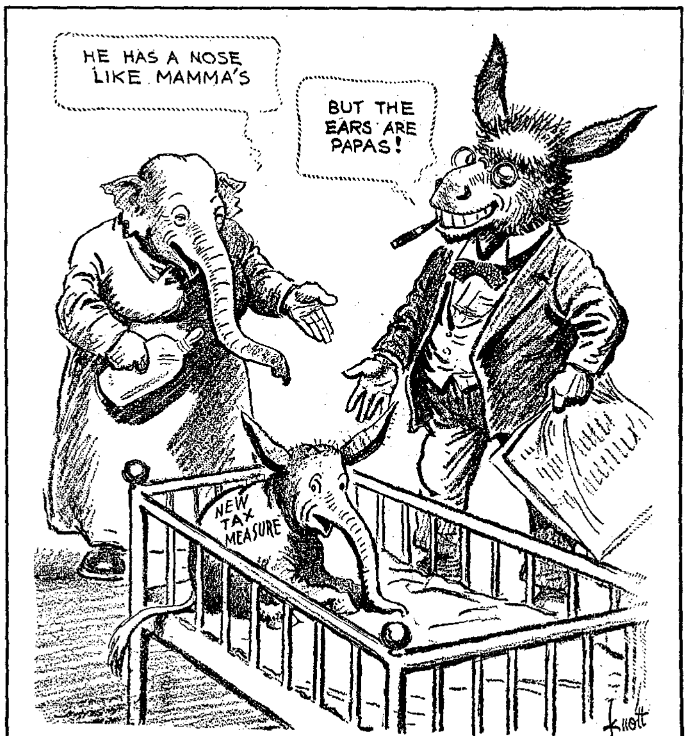
Some Democratic dailies hold that this is a better taxation measure than the Mellon Plan would have been, as we read in the Brooklyn *Citizen*, Knoxville *Sentinel*, Charleston *News and Courier*, Charlotte *Observer*, and Birmingham *Age-Herald*. There may have been political maneuvers while the bill was in process of formation, but it is certain, we read in the Alabama paper, that "the net result will be more to the advantage of the American people and the American nation than if the Mellon Plan had gone through." The new tax-reduction scheme is not only "more equitable and scientific," but, declares *The Citizen*, "it carries into effect the Democratic principle of the 'greatest good for the greatest number.'"

But probably the largest section of the press is that which has come to the conclusion that while the revenue plan adopted by Congress is far from perfect, it is good as far as it goes. This group includes not a few Democratic papers. "About the best that could have been agreed on," is the conclusion of the Boston *Post*, Hartford *Times*, and Brooklyn *Eagle*. In the independent Democratic Cleveland *Plain Dealer's* opinion, it is at least worth trying for a year. And the New York *World*, a Democratic daily which at first supported the Mellon rates, but later came to feel that they were politically impossible, welcomes the finished legislation as follows:

"As it stands the bill is both workable and useful. It is useful because it actually brings substantial tax relief after all these months of toasting it. It is workable because, in spite of the inroads which the Bonus bill will make upon the Treasury, there is surplus revenue enough to make the cuts effective. At worst the new rates will leave only a small revenue deficit, and there are worse things in national finance than a small deficit when Congress is in a mood for rollicking expenditure.

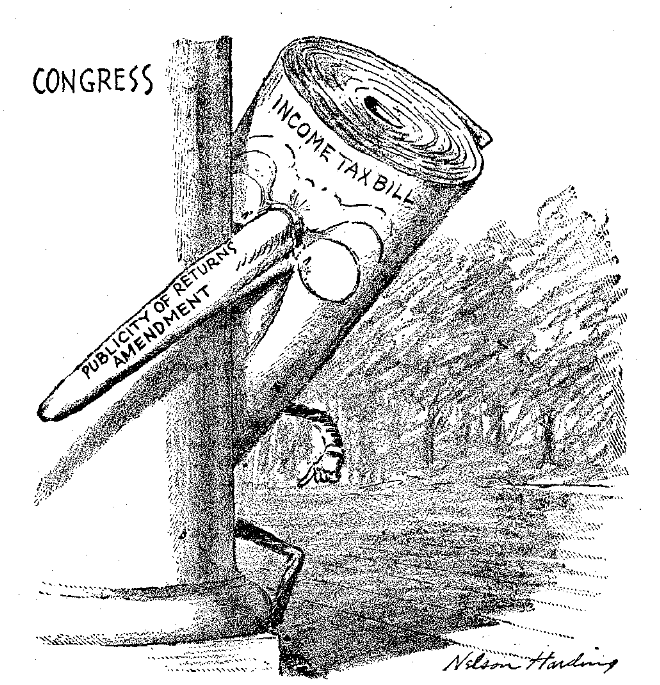
"What we have is a much-badgered piece of legislation which brings genuine tax-relief, which is better drawn in its administrative provisions than any of its predecessors and which closes a number of those loopholes which have proved inviting to the tax-evader.

"That the bill draws a still inadequate distinction between earned and unearned incomes, that it does nothing to break the stranglehold of tax-exemption on our national fiscal system, and that it is the child of frantic bargain and not statesmanship may be considered details."


HE HAS A NOSE LIKE MAMMA'S
BUT THE EARS ARE PAPAS!
NEW TAX MEASURE
Knott

THEIR OFFSPRING

—Knott in the Dallas *News*.



TOO NOSEY!

—Harding in the Brooklyn *Eagle*.

Then there are the Republican papers which supported the Mellon Plan to the last, but are willing to accept more or less thankfully the portion of tax-reduction provided by the Democrats. Here, we find, for instance, the Chicago *Tribune* and *Evening Post*, the Buffalo *Express*, the Pittsburgh *Gazette Times*, the Philadelphia *Inquirer*, and Springfield *Union*. "A crazy-quilt of taxation has been patched together by politicians, not financiers," nevertheless, sighs the Philadelphia *Public Ledger* (Ind.), "it will temporarily reduce the tax burden." The equally unenthusiastic Washington *Post* (Ind.) believes "the Treasury will find a way to adapt itself to the law." In a long leading editorial, the New York *Sun* (Ind. Rep.), a strong Mellon Plan supporter, says the new schedules combine "some very desirable and necessary changes with some very dubious and obnoxious ones":

"On the debit side of the new measure it shows an exceedingly obnoxious invasion of privacy, an invasion that will give an undoubted impetus to prying and spying and false suspicion, without promising to make any real addition to revenues. This invasion of privacy comes in three ways: (1) In the public record of amount of individual tax payments; (2) in the provision permitting members of Congressional committees to make individual tax returns public at their discretion; and (3) in providing for public hearings of tax-dispute cases before a Board of Tax Appeal.

"A further doubtful change is that increasing the estate taxes from a maximum of 25 to a maximum of 40 per cent.

"It may be questioned, too, whether the new tax bill, in its greater exemptions and drastic lowering of rates on the lower tax brackets, does not tend to put taxation upon too narrow a base. When so very small a percentage of the people are paying directly for the expenses of the Government, there is inevitably a tendency for the cost of government to rise. There is less public interest in economy, and, when the direct taxpayers make up a negligible proportion of the total vote, Congressmen contemplating raids on the Treasury are more indifferent to protests.

"With all of these drawbacks the new bill nevertheless brings some changes and relief that the country could ill afford not to have. Foremost of all, it lightens the huge tax burden which the nation is carrying by $268,000,000 in the present calendar year, or by $361,000,000 for the fiscal year ending June 30, 1925.

"The chief beneficiary of this substantial reduction would be the small-salaried man, his tax practically cut in half. The present normal taxes of four per cent. on the first $4,000 of income and of eight per cent. upon the remainder of net income are cut to a normal tax of two per cent. upon the first $4,000 of net income, of four per cent. upon the next $4,000, and of six per cent. upon the amount in excess of $8,000. The tax on telephone and telegraph messages is removed, and a horde of nuisance taxes, including the tax on moving-picture and other amusement tickets selling under 50 cents, disappear.

"By cutting the higher surtaxes to a maximum of 40 per cent., instead of the maximum of 25 per cent. recommended by the Secretary of the Treasury, the new bill fails, it is true, to relieve the pressure for evasion which has dried up revenues in the higher brackets, and it will not tempt capital back to productive enterprise; but at least it is slightly less harmful in both of these respects than the existing law.

"In spite of the slashes in taxes, the bill, it is estimated, will still leave a surplus of about $2,000,000 at the end of the 1925 fiscal year, even when the expense of the bonus is deducted.

"The new tax bill for the first time in our income-tax history makes a distinction between earned and unearned income, and it gives the former a tax advantage of 25 per cent. It is a definite advance that the distincton has been recognized.

"Nor must it be overlooked that in the technical administration of the law very great improvements have been made, and important loopholes for evasion have been plugged up, most notably by the provision which reduces deductions for capital losses to 12½ per cent. of the loss.

"The immediate and most necessary relief which the tax gives, finally, is that cutting income taxes payable in the present year by 25 per cent."

Finally, there are those who are so thoroughly disgusted with the bill passed by Congress that they actually wanted President Coolidge to veto it. Mr. William Randolph Hearst vigorously exprest this view in signed articles in his newspapers. Democratic papers in the South, like the Houston *Post* and El Paso *Times*, were no less insistent. The New Haven *Journal-Courier* calls the bill "an extremely doubtful source of assured revenue, a troublesome obstacle in the path of business enterprise, and a fake promise to the wage-earner," which "defies the lessons of experience, denies the principles of sound finance, and jeers at the warnings of political economy." Balancing the good in the law against the bad, the Baltimore *Sun* (Ind.) finds "the scales bearing down on the side of the bad."

The Mellon Plan was strongly supported by the representatives of business and finance in the great Eastern cities, so it is not surprizing to find the Democratic substitute for it condemned forthright by the Boston *News Bureau*, *Wall Street Journal* and New York *Journal of Commerce*. The publicity features are found particularly disagreeable, and the reduction of the maximum surtax rates from 40 to 50 per cent. is declared to be useless "as far as its influence upon the flow of capital into productive enterprise is concerned."

## END OF THE "MELTING-POT" THEORY

THE "MELTING-POT" THEORY, based upon the belief that the United States could absorb the surplus populations of other lands and fuse the diverse elements into a new and homogeneous people, was discarded on May 26 when President Coolidge signed the Immigration bill. In its place was adopted instead the principle of selection, intended to make permanent the racial character of the nation as it exists to-day. In other words, the new law, which reduces the number of immigrants from 357,803 to less than half that number by using the census of 1890 as a basis, instead of that of 1910, as at present, and reducing the quota from 3 to 2 per cent., is designed, in the words of one Washington correspondent, to "reduce the number of Italian and Jewish immigrants."

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"NOT WHAT YOU WANT OR WHAT I WANT"

Said Cyrus E. Woods, American Ambassador to Japan, to a Tokyo audience regarding the new Immigration bill, after resigning last month. The exclusion of Japanese immigrants by law, Mr. Woods is reported as saying, does not represent the wishes of the American people as a whole.

The signing of the Immigration bill, in the opinion of the Chicago *Tribune*, "is the most momentous domestic event since the Civil War. It is far more than an act of legislation; it is the birth of an era. The new Immigration Law is a Declaration of Independence, not less significant and epoch-making for America and the world than the Declaration of 1776." "Certainly," observes the Philadelphia *North American*, "no issue that has arisen in this country in recent years has caused wider differences of opinion than the Immigration bill." The Tokyo correspondent of the Philadelphia *Public Ledger*, in fact, is authority not only for the statement that "the American Senate's handling of the delicate immigration issue, more than any private reason, caused Cyrus E. Woods's resignation as Ambassador to Japan," but for the statement that "Ambassador Hanihara's resignation has been submitted to Foreign Minister Matsui. This was expected as soon as the Japanese exclusion feature of the Immigration bill received President Coolidge's signature." The Japanese Government, moreover, has forwarded a protest to the United States against the provision of the bill barring Japanese.

The President, we are told by the Boston *Globe*, "was confronted with the alternatives of no immigration law or a law which is offensive to Japanese sensibilities." In signing the bill, the Newark *News* believes "the Chief Executive did the best he could under the circumstances." Said Mr. Coolidge in a statement explaining his action:

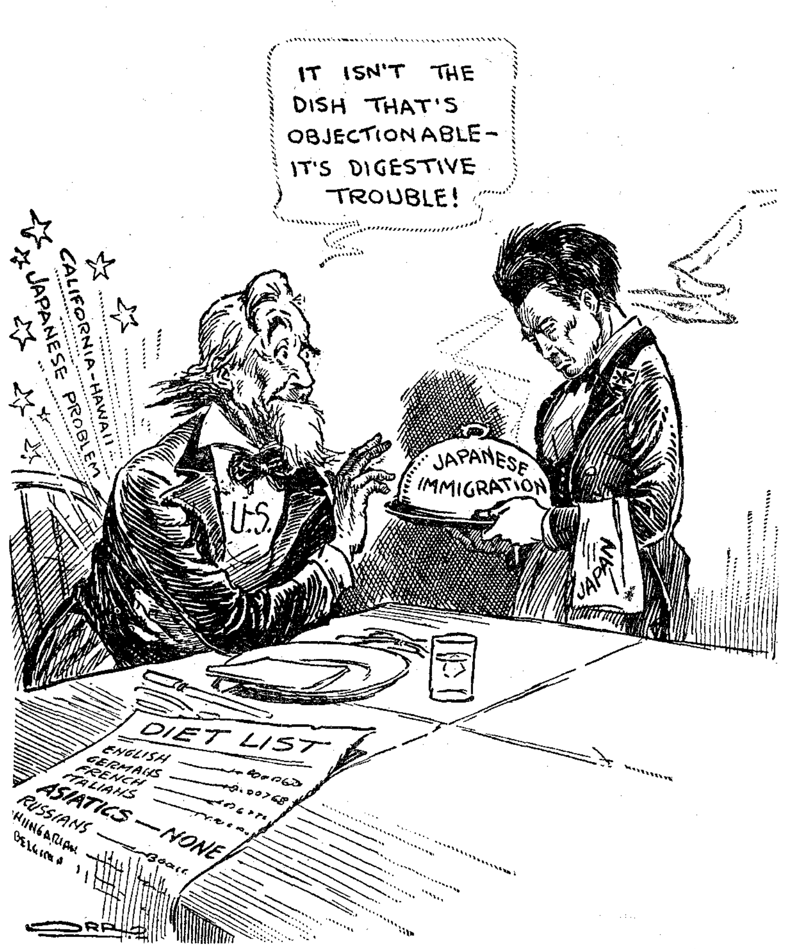
"If the exclusion provision stood alone, I should disapprove it without hesitation, if sought in this way at this time. But this bill is a comprehensive measure dealing with the whole subject of immigration and setting up the necessary administrative machinery. The present quota act of 1921 will terminate on June 30 next. It is of great importance that a comprehensive measure should take its place and that the arrangements for its administration should be provided at once in order to avoid hardship and confusion.

"I must therefore consider the bill as a whole and the imperative need of the country for legislation of this general character. For this reason the bill is approved."

The law goes into effect July 1. As the Philadelphia *North American* sees it:

"The law will have a twofold effect. It will reduce drastically the immigration from the countries of Southern and Eastern Europe, while limiting only moderately that from the countries of Northern and Western Europe. Thus the net result will be to insure a preponderance of the latter stock in future additions to the population. Congress acted upon the unquestioned fact that the influx during the last forty years has been overwhelmingly of Southern and Eastern European extraction; and upon a belief that the balance should be restored. In other words, the law enacts the principle that the immigration each year should be a counterpart of the American nation as it now exists—preponderantly of Northern and Western European extraction. The avowed aim of the bill is to check the flow of alien elements not readily assimilable into American life, while admitting in larger proportion immigrants from those countries whence came the founders of the Republic and the developers of its political and social institutions.

"The American nation was founded and its institutions developed by a population of so-called Nordic origins. Moreover, until the late years of the nineteenth century, the immigration was overwhelmingly from the same sources. Forty years ago began an influx of immigrants of Alpine and Mediterranean blood, which in the years preceding the World War attained such volume that it presaged a veritable migration from Southern and Eastern Europe to this country, with a consequent change in the composition of the American nation. The war interrupted the movement, and now Congress has put drastic limits upon it."



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NOT FINDING FAULT WITH THE FARE

—Orr in the Chicago *Tribune.*

As the New York *Times* informs us:

"The new Immigration law limits the number of immigrants annually until 1927 to 161,000, and thereafter to 150,000. In addition, and over and above such temporary sojourners as travelers, business men and others, so-called non-quota immigrants may be admitted without numerical limitation. These include the unmarried children under eighteen years of age and the wife of an American citizen. They also include immigrants previously admitted and returning after a temporary absence abroad. It is estimated that the women and children alone, at least for a number of years, will add another 150,000 to the number coming from Europe. Further, native-born citizens of any of the countries in the Western Hemisphere are admitted without regard to numbers. If the admissions of the last two years can be taken as a guide, at least 200,000 such persons may be expected to enter each year. It stands to reason that except in bad years the numbers coming in from the Americas will increase in proportion to the decline in the number of Europeans. As a total result, an annual immigration of about 500,000 may be expected despite the severe restrictions of the new law.

"The quotas are distributed over ten months, instead of, as heretofore, over five. This should somewhat alleviate the crowding at Ellis Island and other immigrant receiving stations. Incidentally, the foolish system which classified children solely by the geographical accident of birth rather than by the nationality of the parents has been eliminated, thus putting an end to splitting up families because one or more children were born in a country where their parents were only temporarily residing."

In discussing the economic, social, political, national and international effects to be expected from the law, the Chicago *Tribune,* in one of a series of editorials, says in part:

"We believe that the new era will see changes in the conditions of American labor, a stimulation of American genius for invention and organization which will be little if at all short of revolutionary, but revolutionary in the best sense, the sense of progress for all, of construction and advance, not destruction and retrogression. We believe the new era will see a better distribution of industry and financial power because of the new policy. We believe the new era will see the return of the American family through a new sense of security from the competition of aliens of lower standards of living.

"As for the political and cultural results to be confidently looked for in the new era, they are even clearer, in our opinion, than the transformation of the industrial and industrial-social situation we have referred to. The spirit of American nationality is going to have a new birth, is going to be harmonized and intensified as it has not been perhaps for half a century, if ever, save in wartime, when conditions have cheated us of many of its benefits. The nation is going to think of its future as something lying solely within its own will and intelligence.

"This intensified sense of an American destiny, we believe, is the most important effect to be looked for from the new policy and in the era it inaugurates. The new policy assures the American future to the American people. We shall never be without the inspiration of other peoples and other cultures. But we shall not have them undermining our American structure or imposing upon us as self-conscious alien forces demoralizing the harmonious evolution of our national character."

The New York *Journal of Commerce,* on the other hand, can see little in the new law "to recommend it to the thoughtful student of immigration problems. It is rigidly restrictive, it is not selective in any true sense of the word, and it makes no serious attempt to meet the problem of assimilating immigrants." Moreover, declares the New York *Herald Tribune,* "the country as a whole will regret that the unnecessary affront to Japan was not avoided as the President desired." In this instance, maintains the Providence *Journal,* "Congress has misrepresented the American people." And, adds the New York *Evening Post,* "no intelligent person can view such irresponsibility in high places without feeling grave concern for the future."

## HARD TIMES IN THE COTTON-MILLS

THE CRISIS in New England's textile industry, we are told in Washington dispatches, is so serious that the resolution of Senator Walsh (Dem., Mass.) asking for an investigation into the cotton industry of the entire country has been adopted by the Senate. Of the several unfavorable factors contributing to the disturbing condition, with wide-spread unemployment among mill-workers, *The Index*, published by the New York Trust Company, places first the high price of raw cotton. "With cotton selling in the neighborhood of thirty cents a pound, or more than double its pre-war price, it is impossible for manufacturers to produce cotton goods for sale at prices approaching the pre-war level," says this financial authority. Another factor put forward by the National Association of Cotton Manufacturers is the dumping of large quantities of British cotton goods in the United States, under the present tariff rates. Still another factor in New England's cotton-manufacturing depression, points out the Indianapolis *News*, is the competition from Southern mills, which are said to have a lower operating expense, and this leads a New England paper, the Hartford *Times*, to ask: "If labor in the South is permitted to work longer hours at less pay than in the North, how can the cotton-spinning industry be retained by New England?"

The New York *World*, however, which has been conducting an investigation of its own, declares that "Southern mills are working generally on short time, as are those of New England. Moreover, the Lancashire (England) cotton-mills are operating only on half-time. It is a world-wide crisis, and not New England's alone." Says a *World* staff correspondent, writing from Boston:

> "The cotton-mill owners have been caught in an economic vise which they fear will crush the industry, and with it the workers, unless they can lower production costs or increase production without increasing costs. The textile unions figure if the mill-owners adopt either expedient the mill-workers will be sacrificed. There are signs that they expect another industrial struggle in New England.
>
> "There have been two heavy wage reductions in the New England mills since the war, one, in December, 1920, having been 22½ per cent. A subsequent 12½ per cent. advance brought the figures up somewhat, but the unions have not been able to restore the levels prevailing before the 1920 cut.
>
> "Briefly, the conditions which threaten new strikes over wages and working hours began to take shape with the rapid expansion of the cotton textile industry, which reached high impetus during the war. The point has been reached where the mills produce normally more than the country can consume.
>
> "Export conditions have aggravated the situation. They are what the mill-owners call 'rotten.' The British market, which once was the principal export outlet for American cotton textiles, is now practically nil.
>
> "Still other depressing factors have been a year-to-year shrinkage of the cotton surplus and the depredations of the boll-weevil. These have brought about a prodigious increase in the cost of raw material, with a corresponding increase in the cost of finished goods, which in turn, the mill-owners say, has caused wholesalers, jobbers and manufacturers literally to 'back away.' The whole cotton industry, in North and South alike, has been hard hit. Raw material costs are very high. Markets are very dull. So the New England textile mills for the most part are running about half time. That is the situation the mill-owners confront. To the mill-workers, union officials say it is even more menacing."

Why wages are not being cut is then explained:

> "A Presidential campaign is opening and the campaign manager of Calvin Coolidge is William M. Butler, known as the New Bedford cotton-mill magnate. His influence probably is at least as powerful as that of any of the men in the industry. That is not all: Butler wants to be United States Senator to succeed David I. Walsh of Massachusetts. He has not said so, but the fact is generally known.
>
> "It is conceivable that Butler might sacrifice his own political ambitions to business interests, but even his political opponents do not expect him to sacrifice the interests of Coolidge on the altar of his personal fortunes. Astute observers, therefore, both of politics and industry in Massachusetts, venture that the restraining hand of Butler may have something to do with the fact that the wage cuts have not been made in the New England textile mills."

In the opinion of Secretary of Commerce Hoover, as reported by the Washington correspondent of the New York *News Record*, the competition in world markets is largely responsible for the conditions in the domestic cotton industry. In the words of a resolution recently adopted by the National Association of Cotton Manufacturers, at Boston:

> "England's foreign trade has fallen off 40 per cent., as compared to the pre-war period. In competing for this smaller volume of trade their manufacturers have cut their prices, and, it is believed here, have sold below cost, dumping their goods into this country in an effort to keep some of their people partially employed, even at a loss to themselves. . . .
>
> "The flexible provision of our present tariff law was especially framed to meet such a situation as this, and it would seem to your committee that this Association should take the lead in some definite form of action immediately to bring relief from this situation."

Representative Rogers (Rep., Mass.), however, has taken the lead; he has appealed to the Tariff Commission for the application of the flexible tariff provision of the Tariff Act of 1922 to relieve the New England situation. As this situation, with the remedy, is described by the New York *Commercial:*

> "With nearly a third of the textile mills of New England running on 30 to 40 per cent. schedules, many mills in the fine cotton division of the industry closed down, and with no prospect of conditions improving, while foreign competition is permitted to go unchecked under the inadequate tariff rates now in force, the cry from New England is for immediate tariff relief. This for the first time in the history of the United States, is possible, without the delays incident to action on the part of Congress.
>
> "New England's plea for relief from what they term 'dumping' of enormous quantities of fine-yarn cotton goods into the United States market, can be brought up for immediate action in Washington without even the long and tedious hearings before the Tariff Commission. The Secretary of the Treasury can order the change immediately."

It is plain to the New York *Times*, on the other hand, that "jumping up the tariff rates on cotton goods would not protect the New England mills against competition in the South." "Nor would it meet with the approval of the purchasing public," maintains the Hartford *Times*. Moreover, points out the New York *Journal of Commerce*, "the American cotton manufacturer can not expect to recapture the field unless he can make substantial price concessions. And this he is not prepared to do so long as the high prices for raw materials persist and higher wage rates have to be maintained." Furthermore, this business daily warns us that—

> "With prices of raw materials and finished products still unadjusted, it would be very unwise to attempt far-reaching tariff changes to meet ephemeral foreign competition. It would also mean trying to apply to the cotton industry a remedy which is the cause of its prostration—that is, too high prices."

"It must be remembered that this is an abnormal year, with British mills as well as our own suffering from high costs of raw cotton and restricted markets," observes the Detroit *Free Press*. In this paper's opinion:

> "What ails the cotton-manufacturing business at bottom is not competition from abroad, but plain high prices. It has been noted repeatedly by reliable judges that the cotton-goods market is one which languishes or revives almost solely by virtue of changes in price. When prices are within reason, the industry thrives; when they are excessive, curtailment in consumption is practically automatic. The industry is already protected, of course, to an astonishing degree. In fact, rates on such items as cotton blankets, cheap ginghams, cotton socks and cotton thread are so lofty as to be preposterous.
>
> "High prices being the cause of stagnancy in the domestic industry, the remedy would appear to be some effort toward a more reasonable price for cotton. If high prices are the one big reason for depression, it is the height of absurdity to suppose that consumption may be encouraged by lifting them still higher."

## WHAT LA FOLLETTE IS AFTER

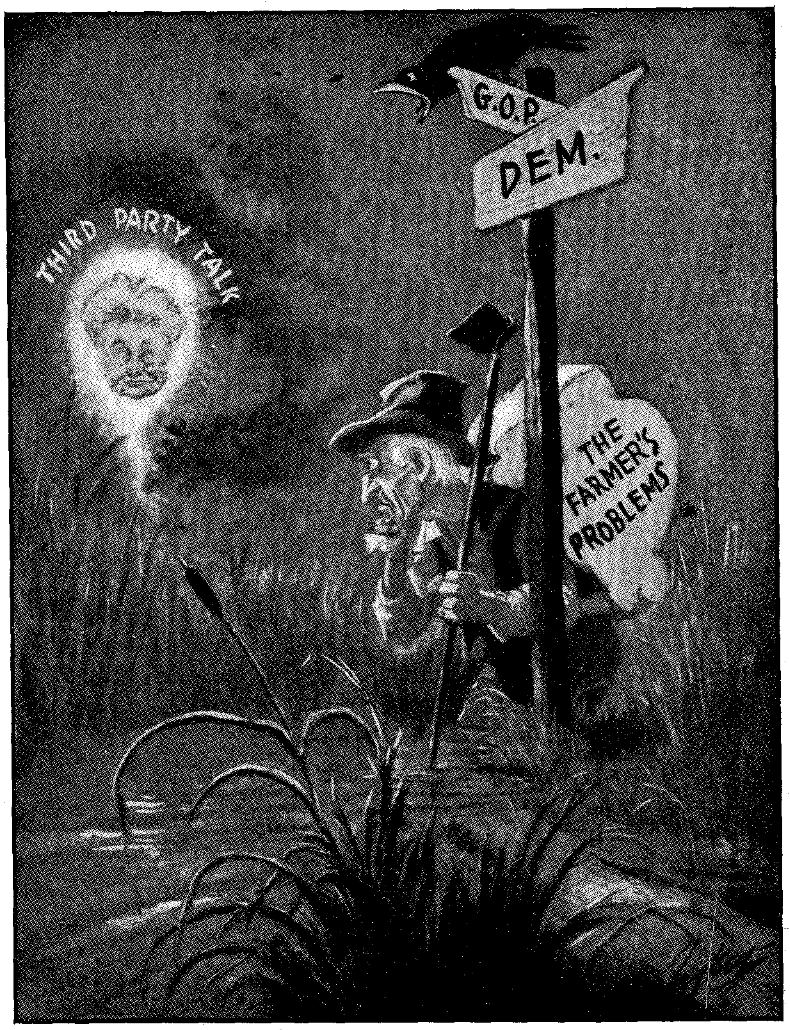
ROBERT MARION LA FOLLETTE can be elected President of the United States next fall, so certain acute students of politics at the national capital are convinced. The peculiar combination of circumstances that might bring this about, we read in a Baltimore *Sun* dispatch, are that the Democrats would oppose Coolidge with a colorless or conservative compromise candidate and that the people would turn to the La Follette candidacy from these four motives: "First, farmer distress and disgruntlement with the Administration; second, disgust over the scandal disclosures of the last four months; third, impatience at Democratic failure to rise sufficiently to the challenge of these two situations; and, fourth, the superior appeal of a veteran 'fighter for the people' in this situation as against 'two colorless, time-serving political straddlers.'" There may be, admits the writer in *The Sun*, a stronger drift to La Follette than is generally recognized by the press, a drift shown by the North Dakota primaries, by the friendliness of the railroad brotherhoods and other organizations, and by the groups represented in the two third-party conventions which are expected to nominate the Wisconsin Senator. But, we read further, in order to win, La Follette would have to secure the backing of a large section of the "general public" and this, practically all editors and newspaper correspondents agree, he will not be able to do. Yet it is generally admitted in the press that La Follette might swing enough Electoral votes to throw the Presidential election into Congress, and that at all events he is in a position to strengthen the radical bloc which has held the balance of power through the life of the Congress. In view of the success of the La Follette following in blocking the Administration's legislative program, some of our press writers find the chief significance of the La Follette candidacy in connection with his Congressional group.

The Senator's two third-party nominations are expected to come from the Farmer-Labor-Progressive convention at St. Paul on June 17, and from the Conference for Progressive Political Action at Cleveland on July 4. "Senator La Follette is our logical candidate," declares J. A. H. Hopkins, one of the leaders of the groups meeting at St. Paul. But this convention, according to the Brooklyn *Eagle's* correspondent, has been "disavowed in advance by Senator La Follette himself, by Samuel Gompers, president of the American Federation of Labor; by the sixteen railroad brotherhoods, by the Minnesota Non-Partizan League, and by Senators Magnus Johnson and Shipstead of Minnesota, Farmer-Labor representatives." According to this writer, whose statements are in line with other newspaper reports:

> "The real La Follette convention, scheduled for Cleveland on July 4, is sponsored primarily by the sixteen railroad brotherhoods, the miners' unions, the Non-Partizan League, and other rather radical farm organizations. Mr. La Follette will control this convention."

But what Senator La Follette really has in mind, we read in a Washington dispatch to the Rochester *Herald*, is not a third party, but a third ticket. That is, his immediate followers, we are told, plan to nominate only La Follette Presidential electors. Candidates for Congress and State offices would run as Republicans or Democrats, as the case might be, tho pledged to carry out the La Follette policies. As we read in the dispatch to the Rochester paper:

> "The fight in each State would be independent of the campaigns in other States, except that the ultimate objective would be the same. For example, the Farmer-Labor party in Minnesota might back him there. The Norris progressive Republicans would make the fight in Nebraska. In the territory where the Non-partizan League is predominant it would have charge of the contest. In all of the great farming communities of the West, the farm organizations would supply the propelling power. In the industrial centers organized labor would take hold.
>
> "La Follette supporters are confident that he could carry Wisconsin, Minnesota, North Dakota, Montana and Nebraska, and probably South Dakota, and possibly Michigan. Even if not able to win for himself, his leaders assert, the Senator could beat the reactionary ticket, or at any rate throw the election into the House of Representatives, where his followers and the Democrats could prevent the election of a Republican President. This would throw the election into the Senate, and there develops a most interesting part of the possible strategy that may yet put a La Follette-supported candidate in the White House.
>
> "It has been suggested that if the Democrats can be prevailed upon to nominate for Vice-President a man agreeable to the Progressives, he would be indorsed as the running-mate for La Follette. Then, should the election reach the Senate, the Progressive-Democrat coalition, which every day demonstrates its undisputed control, could make him Vice-President, and under the Constitution he would become President automatically, the House having failed to elect.
>
> "Should things turn out this way, the Progressives believe the ground-work would be laid for the formation of a new party four years hence. That is what the La Follette followers really want."



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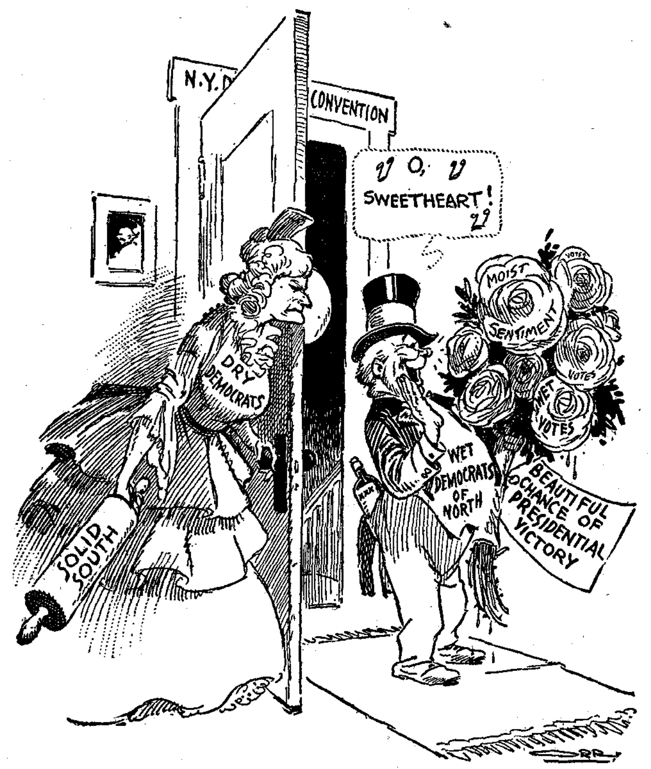
THE WILL-O'-THE-WISP

— Sykes in *Life*.

Senator La Follette's purpose in running for President—and at this writing, he has not said definitely for publication that he will run—is, according to the Brooklyn *Eagle*, simply "to increase the so-called radical bloc in Congress." Senator La Follette's plan, writes Clinton W. Gilbert in the New York *Evening Post*, fits in with the desires of the railway labor group, who "are unwilling to lose their grip on Congress in an attempt to fill the White House." And so, says Mr. Gilbert, we have this new and astounding development in our national politics:

> "First. We are to have this year, not a third party, but a bloc candidate for President—Senator La Follette.
>
> "Second. As a result of the bloc ticket for President and Vice-President we may have a considerable increase in the strength of the progressive bloc in the next Congress.
>
> "Third. If the strength of the progressive bloc is increased in the next Congress, we shall surely have the formation of a conservative bloc to resist it.
>
> "Fourth. We may have—tho this is unlikely—the choice of the next President by the bloc through the failure of any candidate to win a majority at the polls next November, and the consequent throwing of the election into Congress, where the bloc controls."



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A MEETING THAT SHOULD BE INTERESTING

—Orr in the Chicago *Tribune*.

"The Republican-Democratic-Radical-Progressive Bloc" in the House of Representatives now numbers around 160. More than 100 of these were gained in the last Congressional elections. A similar gain this year, writes William English Walling in the New York *Herald Tribune*, would put the House of Representatives completely, and the Senate largely, in the power of this bloc.

That politicians are realizing these facts is noted by Lawrence Martin in the Baltimore *Evening Sun*. He writes from Washington that "both the Republican and the Democratic organizations are going to make this year the most aggressive possible effort to bring back the old line-up of a clear-cut majority and a minority." And on the other hand, we find *Labor*, the Washington weekly, conducted by sixteen railroads unions, declaring that "every Progressive worthy of the name will support La Follette" if he consents to run, but that when it comes to electing Senators and Representatives—

> "Republicans, Democrats, Socialists and Farm-Laborites who have demonstrated that they will defend the people's interest should be supported without regard to their party labels."

# TWILIGHT OF THE GREAT WHITE WAY

NEW YORK'S GAY WET WAY is no more—outwardly, at least. A dozen of the city's best-known restaurants and cabarets were closed during the latter part of May under sweeping padlock injunctions, most of which were issued by Federal Judge Claude Z. Luse, of Wisconsin, temporarily acting in the metropolis. According to one New York paper, "this is the most drastic action yet taken to dry up Broadway." Moreover, declares a member of United States Attorney Hayward's office in New York, "as soon as we can get a judge to hear the cases we will present a calendar of 600 injunction suits." "It looks like a dry summer," seems to be the consensus of opinion on Broadway.

Why all this sudden activity among Federal Prohibition Enforcement officers? For this is a purely Federal clean-up, we are told. "New York is being made safe for the Democrats who are to attend the June Convention," replies a Western editor. Others, however, suggest that the padlocking of some of the most brilliant spots in the city's night life is an astute political maneuver on the part of the Republican Administration, intended to rob Democratic campaign orators of the opportunity of saying to their constituents, after the Convention, that Prohibition is not being enforced by the Coolidge Administration.

Whatever the motive of the Federal agents, the fact remains that the places are closed. Says the New York *Times* of the padlocking of the first nine cafés, among which were several known the length and breadth of the land:

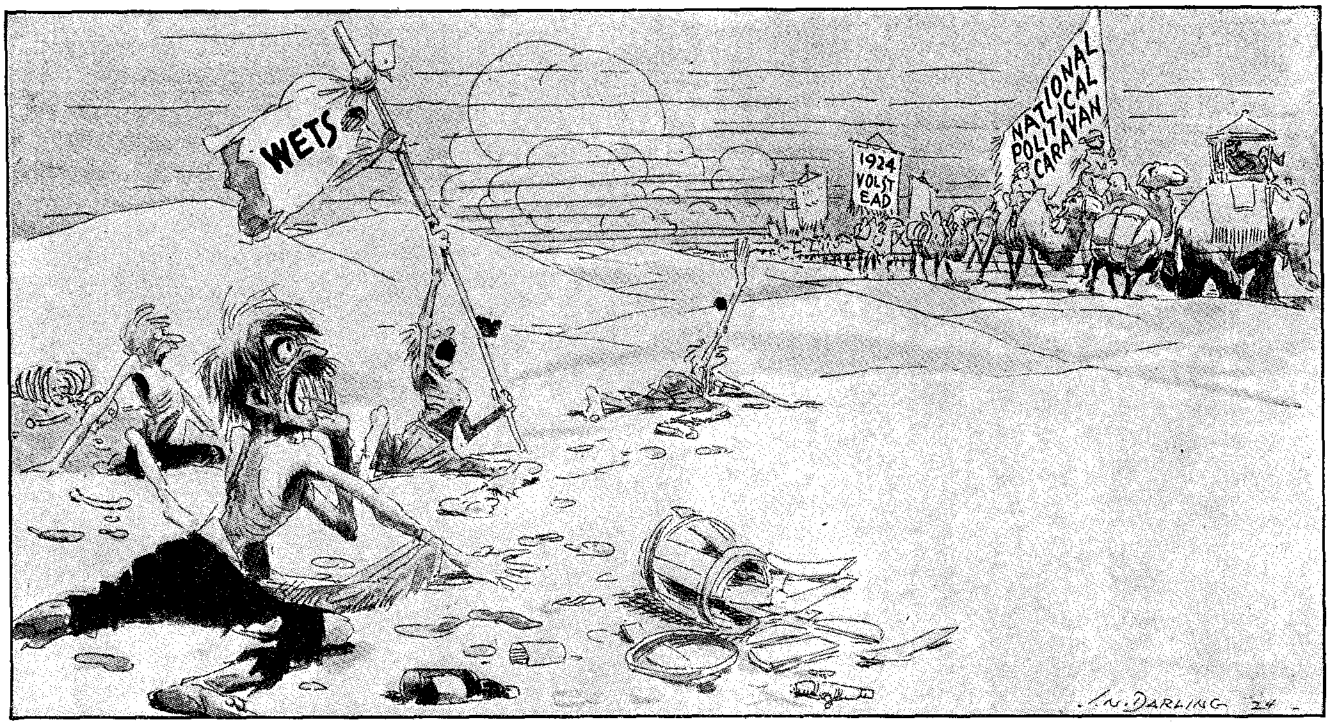
> "The cabarets were the Palais Royale, the Plantation, the Moulin Rouge, Montmartre, the Club Royale, the Balmoral Club, the Club Gallant, the Barn Club, and the Four Hundred Club.
>
> "The places were ordered closed on evidence furnished by striking employees in more than 200 affidavits in which waiters swore that they served liquors to diners. Rather than risk indictments and possible jail sentences, for a special grand jury had been empaneled to look into the complaints, Samuel G. Salvin and James N. Thompson, owners, and their managers, gave consent to the decree.
>
> "The six Broadway cabarets in the group of nine which were ordered padlocked were among the highest-priced cabarets in the city, and catered to a large visiting clientèle.
>
> "The injunction, entered with the consent of the owners of the cabarets, practically made valueless between $500,000 and $1,000,000 worth of property, exclusive of the worth of the leases held by the cabaret owners.
>
> "Whether the space occupied by the cabarets will remain idle for a year is a question that remains with the Federal Court and United States Attorney Hayward. It is believed that if the owners of the property give assurance that the places can be rented to commercial concerns they probably will obtain permission to remodel them for such purposes, but not for cabarets or restaurants."

This is a "tremendous victory for law enforcement," in the opinion of Mr. Hayward, who said in a statement following the descent upon Broadway's wet cafés:

> "For several years those 'in the know' have been aware that most of the better-known cabarets have been selling liquor, but only to customers known to them, who have been relied upon to keep confidential the breaking of the law. Many of these places considered themselves, because of the wealthy class they catered to, as above the law and immune because of influence. We finally secured sufficient evidence to warrant padlock injunctions against the places owned and operated by what is known as the Thompson-Salvin combination.
>
> "I consider this a tremendous victory for law enforcement. It runs our total number of rum-joints closed since January 1 under padlocks to 225. It is an eloquent answer to those counselors of despair who say that the law can not be enforced."

Certainly, agrees the Brooklyn *Eagle*, "this was a dramatic move." But, adds this paper, "in view of the enforcement situation in the city, it somehow fails to convince the public that the victory is overwhelming." In the *Eagle's* opinion:

"There is no doubt these places were violating the law, and



From *Collier's, The National Weekly*

"A LITTLE LOUDER, BOYS—MAYBE THEY CAN'T HEAR YOU"

—Darling in *Collier's*.

the evidence against them will doubtless hold in court. But it is a curious commentary on the way the law is enforced that the authorities had to wait until there was a strike of waiters before resorting to padlocks. But for the mistake of antagonizing their waiters, the owners of the string of places that have been closed might have continued doing business."

The New York *World* likewise doubts the efficacy of Prohibition enforcement. Says *The World:*

"The padlocking for a year of nine of the best-known and most-frequented Broadway restaurants and cabarets throws out of work some 2,500 people and makes valueless, for a time, at any rate, nearly $1,000,000 worth of property.

"The officers of the law have done their duty; and if the greater weight of punishment falls upon the owners of the properties instead of the guilty lessees, so much the worse for the owners. But for all that, the cases prove nothing in favor of the enforceability of the Volstead Law even by proceedings which may essentially override the American Bill of Rights. They will only result in driving the rum traffic a little more to one side and a little further underground."

This paper appears to be in the minority, however. "These lawless cafés are being put out of business by Federal authorities acting under injunctions granted by the Federal courts," points out the Springfield *Republican*, "and this is a symptom of better enforcement." "The procedure is as effective as it is spectacular," agrees the New York *Evening Post*, which reminds us that—

"A padlock can be applied only as a result of a Federal injunction. These lawless restaurants and cabarets are being closed not by State, but by national enforcement officials. The New York State Legislature, by repealing the Mullan-Gage Act, struck a blow at the enforcement of what it thought or hoped was an unpopular law. This is an indefensible procedure. Law is law, whether it is believed to be popular in a particular locality or not."

The Boston *Christian Science Monitor* likewise has a caustic word or two to say regarding Prohibition enforcement:

"The New York *World* is much distrest because the waiters, barkeepers, and other functionaries of certain all-night clubs in the metropolis have been thrown out of employment by the enforcement of the law, yet worse has gone before. The vicinity of New York is surrounded by quite a number of abandoned race-tracks, in which possibly millions of dollars' worth of property has been rendered useless, and innumerable bookmakers, touts, and other gambling hangers-on have been thrown out of employment, because the State of New York has endeavored to enforce its law against gambling on race-tracks.

"It is quite a novel theory that *The World* sets up, namely, that a law that drives law-breakers out of business is a bad law and ought to be repealed; and yet it goes logically along with Dr. Nicholas Murray Butler's theory that a law which is difficult to enforce ought to be repealed, because of the embarrassment it gives to those who violate it.

"It is a great thing to have in the metropolis of the United States journalistic and educational leaders of thought, whose views, concerning the moral obligations imposed upon people by a Constitutional amendment and Federal statute, have such elements of novelty and originality."

In a second editorial *The Monitor* observes that "New York State authorities, under the legislation procured by Governor Smith, have had no part in the cleaning up of these rum-selling places." And, continues this paper:

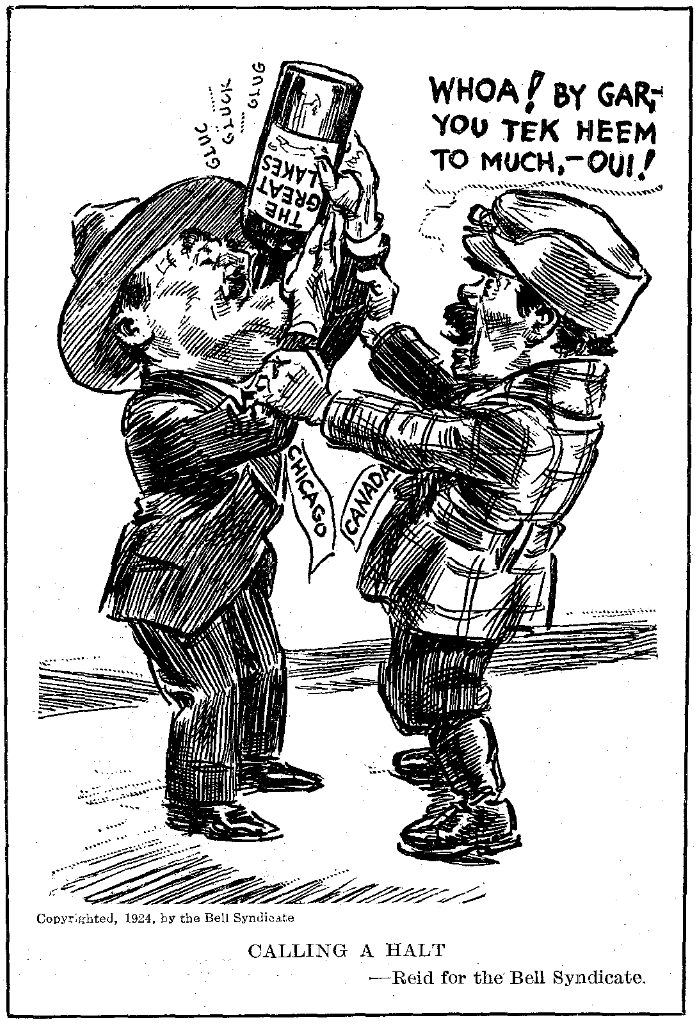
"It is further interesting to note that these clubs, which rejoice in such suggestive names as 'Moulin Rouge' and 'Club Royale,' were not the gathering places of the masses. We have heard a great deal about the melancholy disappearance of the 'poor man's club' since the closing of the saloons. These law-breaking establishments were essentially the rich men's clubs, frequented by people whose means were such that they thought they could buy immunity from the law. . . .

"Colonel Hayward is showing how the law can be enforced even in New York, which is supposed to be the center of antagonism to Prohibition. He was a gallant and an able officer in the World War, and is demonstrating in time of peace that the habit of a soldier, in doing his duty under all conditions, is not a bad personal characteristic when possest by a civil officer of the Government."

"Yes; it looks like a dry summer," remarks the Fargo *Tribune.* "Delegates to the Democratic Convention will have to eat their lunches in dairy restaurants and chop-suey houses, safe from the music of jazz orchestras and the lures of dancing beauties. What makes matters worse is that there may be a theatrical strike, which would close down a number of shows of the Follies and Revue sort. So it looks like a quiet week for the Democrats. If they can keep the Public Library closed, the delegates will be able to do their work quickly and get back home."

## MAKING OFF WITH THE GREAT LAKES

CHICAGO'S DRAINAGE CANAL, which has so often been praised as a fine example of civic sanitary engineering, now bids fair, as Canadian papers like the Toronto *Globe* put it, to "become a great international issue involving the revision of the Waterways Treaty of 1909." Here is a situation much more serious than the bulk of the press seems to realize. On the one hand is Chicago's claim, first, that an increased diversion of Lake Michigan water is vital to the city's health, and second, that such a diversion would make possible a continuous inland waterway from the Great Lakes to the Gulf.



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CALLING A HALT

—Reid for the Bell Syndicate.

On the other hand, we have Canada's claim that the present diversion of Lake Michigan water (estimated at between 4,167 cubic feet to 8,000 cubic feet per second) has already lowered the Great Lakes to such an extent that it affects harbors upon which many million dollars have been spent. Evidently the Great Lakes are not great enough. As detailed in a Washington dispatch to the Philadelphia *Public Ledger*, it would affect the locksills of the Sault Ste. Marie canals, the Welland canal, and the St. Lawrence canals, and have a most injurious effect upon the ocean shipping channel between Montreal and the sea. This is in addition to the claim of Sir Adam Beck, the prominent Canadian hydro-electric authority, as detailed in a former DIGEST article, that this diversion of Lake Michigan would rob Canada of millions upon millions of dollars' worth of water-power.

In its beginnings, as the New York *World* summarizes the situation, Chicago ran its sewage into the lake and drew its water supply in from the same lake farther out. With the growth of the city this menace to the health of millions of people was averted by the construction of the famous Drainage Canal. They reversed the Chicago River so that it ran into the Illinois and thence to the Gulf. Drinking water continued to come from Lake Michigan, but the city's sewage flowed into the Mississippi Valley. If the cities down-stream, which included New Orleans and St. Louis, did not object to this, why should any one else?

The situation seems to have been growing tenser since Chicago's request of the United States Government to draw 10,000 cubic feet of water per second from Lake Michigan into the Chicago Drainage Canal, as described in THE LITERARY DIGEST last November. This request, refused by Secretary of War Weeks and backed up by an order from the Federal Court enjoining construction of an enlarged canal, is now due to come up in appeal before the Supreme Court. Meanwhile the Government of Canada has pointed out in various press dispatches in Washington, as exprest through the British Embassy, its unalterable opposition to the proposed diversion of Lake Michigan waters. Shortly thereafter Louis J. Behan of counsel for the Chicago Sanitary District, as pointed out in a Washington dispatch to the Chicago *Evening Post*, appeared before the Rivers and Harbors Committee of the House of Representatives in favor of a bill which would provide for this diversion of Lake Michigan waters. A fillip was added to the whole controversy by his objection to what he termed "officious intermeddling in domestic affairs" by the British Government and "the efforts of a supposed sisterly nation to repudiate a treaty."

To present both sides, the editor of THE LITERARY DIGEST sent a special request to representative Chicago papers, and to a number of Canadian papers, asking their views. The Canadian papers, as a rule, stress the danger to navigation in the Great Lakes, and the Chicago papers stress most strongly what they consider the even greater danger to their people's welfare. Says the Chicago *Evening Post* in a recent editorial:

"Chicago stands pat on what she believes to be her manifest rights under a treaty which gives the needs of sanitation priority over those of navigation, while at the same time she agrees to satisfy every reasonable apprehension by constructing works which will offset all possible menace to necessary navigation levels."

The Chicago *Journal of Commerce* meets the charge that Chicago's use of Lake Michigan's water has lowered the level of the Great Lakes with evidence that the Great Lakes have been lowered through natural causes. This paper continues:

"Chicago has pointed out that the treaty distinctly contemplated the continuance of existing arrangements, including Chicago's use of 10,000 cubic feet of Lake Michigan water a second. It was in view of these existing arrangements that the treaty allowed Canada to withdraw 16,000 more feet of cubic water a second than was allowed the United States."

That this is not a question, however, that can be decided either by the United States Supreme Court or our War Department is the basic claim of many of the Canadian papers. Says the Ottawa *Citizen*, in part:

"It is almost entirely a matter of international agreement between Canada and the United States, based on hydraulic engineering facts and records."

"This point of view is backed up by the tart remark of the Montreal *Gazette* that the controversy is an 'illustration of apparent inability of Federal authority in the United States to control either State or municipal action, whether there be international treaties involved or not.'"

Other Canadian papers, such as the London, Ontario, *Free Press*, the Windsor *Border Cities Star*, and the Manitoba *Free Press*, stress the fact that since the opening of navigation on the Great Lakes this year the water in Lakes Huron and Erie seems to have been lowered from one to two feet, and that it is difficult for loaded boats to enter some ports unless millions more are spent in dredging. Furthermore, they point out, the millions of dollars spent by Ontario in developing a publicly-owned electrical scheme at Niagara is in jeopardy.

# TOPICS IN BRIEF

(*An extension of this department appears weekly on the screen as "Fun from the Press"*)

The more the actors strike the fewer hits there will be.—*New York Herald Tribune.*

French hiss winning United States athletes and the American flag. The war is over.—*Toledo Blade.*

The fellow who butts his head against the stock market knows why it is called Wall Street.—*Charleston Gazette.*

What hope have we from a system in which Wall Street gets our lambs and Congress gets our goats?—*Columbia Record.*

Economy is the watchword. Several dollar-a-year men have been discharged in Washington.—*Boston Shoe and Leather Reporter.*

Take time at railroad crossings—or take eternity.—*Norfolk Virginian-Pilot.*

The mania for speed has not yet set in among the law courts.—*Detroit News.*

The pikers in Congress reflect the suckers in the electorate.—*Columbia Record.*

Congress adjourns about the time the regular circus season starts. — *Little Rock Arkansas Gazette.*

About all the world has accomplished so far is to bring disorder out of chaos. —*Columbia Record.*

Sessions of Congress are getting to be an awful lot like a world war. Nobody wins.—*Detroit News.*

The way for Coolidge to get anything he wants is to urge Congress to do its opposite.—*Greenville Piedmont.*

You can't trust Borah in politics. He is likely at any time to break out and talk sense.—*New York Telegram.*

Coolidge is the Republican party's leader, but they do not seem to be going in the same direction.—*Greenville Piedmont.*

The Russian bolsheviks are threatening war on the Turks. It would be heart-breaking to see either side win in a war like that.—*Nashville Southern Lumberman.*

Douglas Fairbanks found he was nobody in Denmark. It takes a Doc Cook to register in that country.—*New York Herald Tribune.*

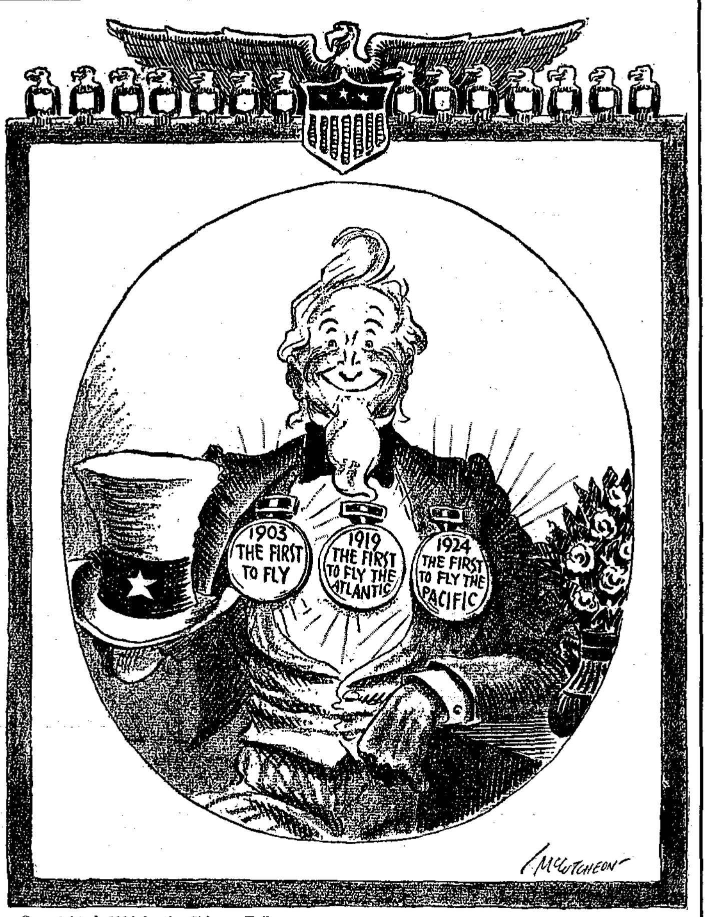
There isn't much difference between a keynote and a keyhole speech. They both mean, "Let me in."—*Boston Shoe and Leather Reporter.*

As a leader of his party, Cal can't be regarded as much of a success, but if he could lead his party we'd think a lot less of him. —*Columbia Record.*

Three more cabarets have been padlocked in New York, which will eventually learn that in spite of itself it is a part of the United States.—*Detroit News.*

Congressmen shouldn't be too severely criticized for trying to raise their own salaries. They know if they don't do it nobody else will.—*Southern Lumberman.*

We infer that the Fundamentalists, who insist on a literal acceptance of the Bible, can reconcile the miracle at the marriage feast of Cana with the Volstead Law.—*Columbia Record.*


1903 THE FIRST TO FLY
1919 THE FIRST TO FLY THE ATLANTIC
1924 THE FIRST TO FLY THE PACIFIC
McCutcheon

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HIS LATEST PORTRAIT

—McCutcheon in the Chicago *Tribune.*

Possibly the report that Dr. Sun of China is alive is also exaggerated.—*Boston Transcript.*

It might be well for Congress to remember that the people still have a veto.—*New York Herald Tribune.*

The news that the Senate will broadcast its sessions has played havoc with the sale of radio instruments.—*Life.*

"The summer girl is becoming more and more visible," says a writer. I had noticed that.—*The Passing Show* (*London*).

After a fellow gets through supporting the Government and the criminal classes he is almost an object of charity himself.—*Columbia Record.*

The honeymoon is over when the billing exceeds the cooing.—*Seattle Star.*

And as to foreign entanglements, Columbus brought them over.—*Columbia Record.*

On top of everything else, 20,000 Fords are being sent to Germany.—*Honolulu Star-Bulletin.*

When things look rosy for the Reds they are getting blue for the rest of us.—*Columbia Record.*

Russian peasants expect the end of the world shortly. It is said that the hope is buoying them up.—*The Passing Show* (*London*).

A pessimist is a man who hearing the knock of opportunity at the door, slips the bolt, thinking it's the wolf. —*Fort Wayne News.*

If Mr. Coolidge isn't careful there may be a couple of votes against him in the Cleveland convention.—*New York Herald Tribune.*

We refuse to get excited because the Senate has put a tax of 36 per cent. on gifts of more than $5,000,000.—*Honolulu Star-Bulletin.*

The prohibitionist criticism seems to be that speeches like Dr. Butler's have a tendency to turn seats of learning into seats of yearning.—*Norfolk Virginian-Pilot.*

Spring dresses are more diaphanous than ever, we are told. And doubtless the prodigal sun will reveal the fatted calf.—*London Opinion.*

If there is a moral, it is that legislators who become investigators cease to be one and are failures at the other.—*Boston Shoe and Leather Reporter.*

M. Herriot hopes America will be reasonable in collecting the French debt and America hopes France will be reasonable in paying it.—*Columbia Record.*

The British Admiralty has ruled that all sailors must learn how to swim. There is evidently a feeling that the next disarmament conference may go the limit.—*Life.*

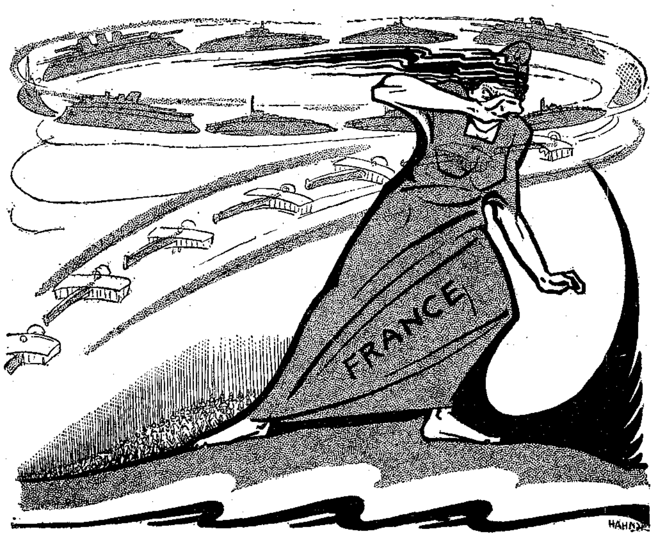
"Hit may be hard fo' a rich man to enter de Kingdom of Heaven," said Rastus to the preacher, "but hit's just as hard fo' a po' man to stay on de earth."—*New York American.*

Of course, we do not wish to be understood as maintaining that a politician is always straddling; there are busy intermissions, frequently, when he is dodging an issue.—*Columbia Record.*

# FOREIGN - COMMENT

## FRANCE'S DREAD OF GERMANY ARMED

GERMANY'S DEFIANCE OF THE ALLIES with regard to armament control will give the world a quicker indication of the new French attitude toward Germany, say some American correspondents at Paris, than even the eternal question of reparations. The reason is, we are told, that there will probably be no clear-cut issue on the experts' report for some time, but the disarmament issue is plain and menacing. The results of the German elections on May 4 were especially appreciated in France, we learn from a French military authority, *La France Militaire* (Paris), because they showed a retreat from the democratic idea in Germany and also because they indicated the acceptance by the new Reichstag of the Dawes report. This newspaper reminds us that it is of extreme importance for the French to consider the subject of security from the angle of these two trends of the German elections. It reminds us that the conference of Ambassadors at Paris, on the suggestion of England, agreed to await the result of the German elections before answering a note of April 2 on the subject of military control which had been addrest to it by the Berlin Cabinet. It appears also that the three occupying Powers late in April called to the attention of Berlin the activity of secret societies which from beyond the Rhine were radiating into the Ruhr and the Rhineland. *La France Militaire* goes on to say:



A DUTCH THRUST AT FRANCE

"Weapons! More weapons! Germany is making ready to attack me again!"
—*De Notenkraker* (Amsterdam).

"In his discourse at Hanover on April 29 Mr. Stresemann repeated words he had uttered there a month before, namely: 'Let us guard against believing that we have a strength we do not really possess. I underline this fact—I am the Minister of Foreign Affairs of a disarmed Reich, and it is a blunder to play with the idea of a war of revenge as long as we are surrounded by Powers heavily armed.' This of course is an avowal that the so-called military weakness of Germany must be remedied by all means.

"In his first speech at Hanover, where Hindenburg lives, this same Stresemann spoke of the secret societies against which France, Britain, and Belgium protested on April 25 practically as follows: 'After all, are these societies anything other than the expression of the feeling that dominates every one of us? They are leagues to which I believe, if we were young, we ourselves should belong. They are the expression of the thought that impels us to forget party spirit in order to concentrate all our energy on patriotism. And if these associations, by act and by intent, serve to give physical instruction and to replace that which we have lost through the obligation imposed upon us to abandon our system of obligatory military service, who among us would wish to rise against such a spirit?'"

After such avowals, observes *La France Militaire*, the Minister of Foreign Affairs might have felt some difficulty in answering the Franco-British-Belgian protest of April 25, but the declarations of Premier MacDonald, at York on the 19th of April, enabled him to present at Hanover a clever refutation at a meeting of the Popular party, when he said:

"Three great Powers have written us joint notes in which the idea is aired that Germany is invaded by a Nationalist wave and is the prey of secret organizations. I do not, can not, say precisely what will be the answer of the Reich to these notes. My personal opinion is the same as that of the British Premier MacDonald, who said that the Nationalist movement in Germany is the reflex of policies with regard to Germany that have been followed by the Allies in latter years."

So it is apparent what German tactics have been in this matter of disarmament, *La France Militaire* remarks, namely, that to the axiom of disarmament, as realized by the Reich, was to be added the corollary, provided by Allied policy, that Germany should supply a substitute in place of her suppress obligatory military service. At the same time, this Paris journal points out, it must be remembered that all the German political parties, excepting only the Socialist party, had as one plank of their electoral platform the reestablishment of obligatory military service. By way of compensation for themselves, the Socialists inserted a plank on the reconnection of Austria with Germany, which also is proscribed by the Treaty of Versailles. We read then: "Not to mention the ultra-Nationalists, who make open proclamation about a war of revenge, it would be easy to cite from almost all sections of the German press very outspoken allusions to the retaking of Strasbourg, of Polish Silesia, of North Sleswig, of Danzig and of Memel."

It is recalled by Edwin L. James, Paris correspondent of the New York *Times*, that under the Treaty of Versailles the Allies have the right to exercise armament control of Germany until such time as the Treaty clauses have been fulfilled, when inspection is to be turned over to the League of Nations. Control ceased functioning, we are told, when the Ruhr was occupied in January, 1923, and since then there has been no Allied inspection of German military affairs. This informant continues:

"M. Poincaré wished to make an issue of the matter two months ago, but Mr. MacDonald persuaded him to agree to send a mild Allied note calling on Germany to consent to a general investigation. If this revealed the satisfactory conditions alleged by Germany to exist, Allied control was to give way to League inspection. Germany refused flatly.

"During the German electoral period Prime Minister MacDonald persuaded the French to take no action which might have the effect of fanning the German Nationalist spirit. The German elections are over, but nothing has been done. England appears now anxious that the inspection should be resumed, and this assures that the matter will be one of the first important questions before M. Herriot.

"It is generally considered that the French Radical Socialist

Government will endeavor to have Germany join the League this fall, and to immediately institute League inspection. Germany's latest official utterance in regard to the League was Dr. Stresemann's declaration a month ago that she did not wish to join. Of course, the trend of French politics may or may not change her attitude.

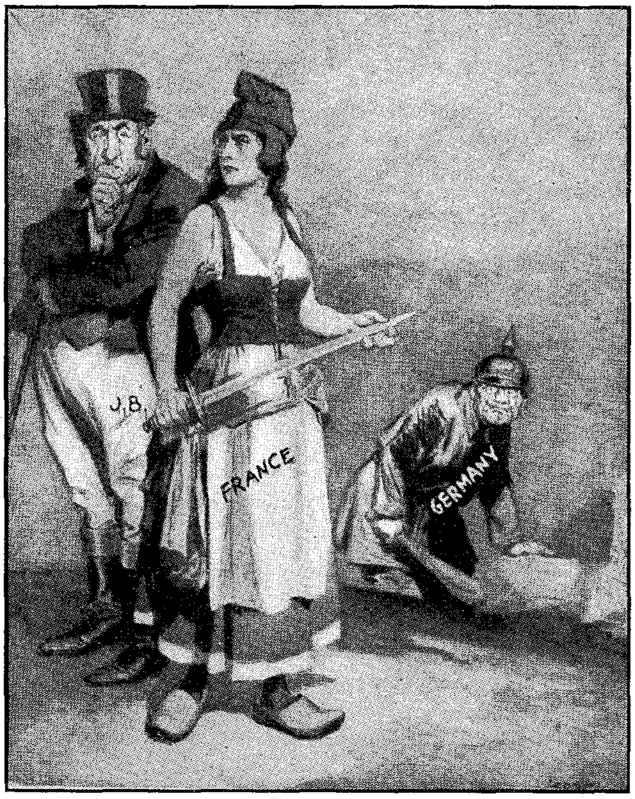
"M. Herriot's policy also includes having the League handle the issue of French security by a guaranty of a neutral zone along the Rhine. M. Poincaré had often considered this method, but thought the League guaranty alone would not be sufficient, seeing that the League had no armed force, and he planned to ask the larger nations to agree that violation of the neutral zone by Germany would be a *casus belli* against them.

"In any event the accession of M. Herriot to power and the MacDonald policy promise to make the September meeting of the Assembly of the League the most important in the history of the Geneva organization—should M. Herriot remain in power that long."

As an indication of the apprehension constant in French minds, it may be noted that a Paris weekly, the *Renaissance*, issued the following questionnaire: "When will Germany begin war again?" Jacques Bainville, the Paris correspondent of the Brussels *Nation Belge*, notes that there is no question at all as to whether the Germans harbor the thought of a war of revenge, because the facts are obvious on this point. What, then, has become of the idea of the "last war," he asks, and of the solemn promise to make war to the bitter end in order that there could be no more wars. The inquiry of the *Renaissance*, he observes, shows us the preoccupation of many minds in 1924. As long as this idea of war haunts people, he believes it is well to inquire as to how war could come about. First he reminds us that in politics, as in the philosophy of Epictetus, a distinction must be made between the things that depend on ourselves and the things that do not. Thus he tells us:

"Evidently it depended on the Allies in 1919 to establish such a peace as should of its own virtue prevent Germany from again becoming a danger to Europe. But this is not the character of the Treaty of Versailles, because it gave the Germans the desire to escape it (an inevitable consequence because the Treaty registered their defeat), at the same time that it left them ways of escape. So the real definition of this peace is that: 'It is too tender for the hardness that is in it.'

"Germany still has the unity which makes her strength. Nevertheless, the outer circle of her territory has been clipt. This is a great temptation for her. Most of her lost provinces were lost in the East, that is to say, on the least guarded side. She restored these provinces to Poland, a resuscitated nation. This State has far to go before it is able to resist the Germanic mass. If there is danger of war, it may be said that it lies here first of all."



AUSTRALIAN APPROVAL OF FRANCE

FRANCE: "Yes, yes, John, I know I'm impetuous, and all that; but what would you have me do?"

JOHN BULL: Couldn't you-er turn the other cheek, my dear?"

—*The Bulletin* (Sydney, Australia).

When the English politician, Mr. Arthur Henderson, speaks of revising the Treaty of Versailles, this Paris journalist goes on to say, it is superfluous for Premier MacDonald to extenuate such a suggestion by excluding the possibility of a revision of the territorial clauses of the Treaty. As far as these clauses most directly touch Germany they can be changed "only by force," and we are further informed as to the meaning of this ominous phrase that:

"Suppose, for example, that in order to give satisfaction to the Germans all Upper Silesia should be restored to them. We may remember first of all that Mr. Lloyd George was opposed to the division of Upper Silesia. But Posnania, valuable because of its agricultural wealth, would still remain attached to Poland. Koenigsberg would always be separated from Prussia by the corridor of Danzig. Germany would find herself in entire possession of Upper Silesia, only to be in a better posture to attack Poland and take from it the other sections she claims.

"As long as there is a Poland thus the matter stands. Poland must exist as it is, or not exist at all. Or let us suppose, that in order to appease Germany, it be agreed that she have what was allotted to Prussia in the partitions of the eighteenth century. What would become of Warsaw and the allotment that was Russia's, and of Cracow and the allotment that was Austria's? The new construction of Europe, the disappearance of the Austrian Empire and the enfranchisement of the Baltic States positively forbid that on one single point we return to the state of things before the war and of the map as it was then. So any pleasant rearrangement to relieve Germany of a pretext for revenge is inconceivable."

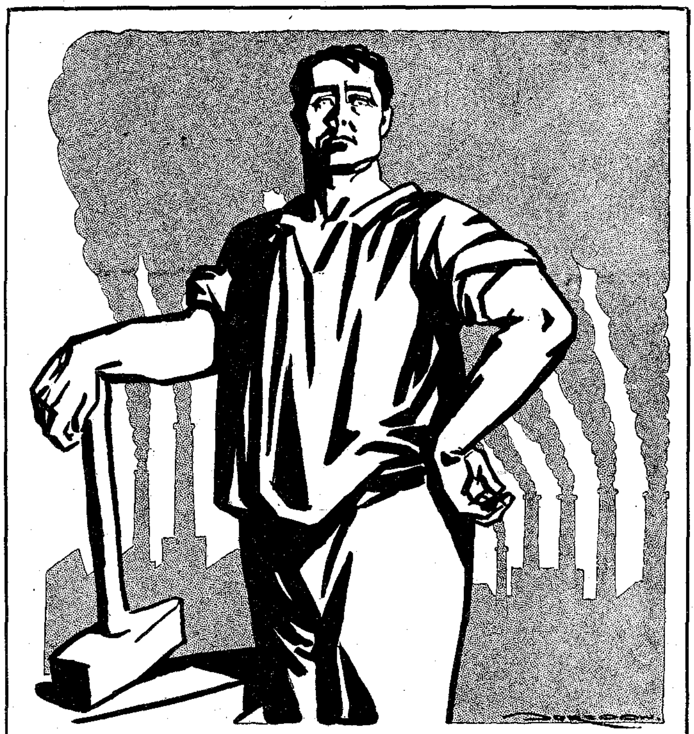
It may be advanced against this reasoning, Mr. Bainville concedes, that the idea of Germany's looking for revenge first on her Eastern frontier is accepted too readily. But the notion is not fantastic, he maintains, if we remember what experience and history have taught us of the Germans. Her future aggression he believes would be "less unreasonable than that of 1914," and he adds:

"By what was Germany most encouraged in 1914? By her confidence in her own superiority, by the comparison between herself, her institutions, her political ideas, her government, her respect for authority and the weakness of the Western countries, especially France and England, which were weakened by pacifism, socialism and democracy. But her calculation on these points proved false. France was invaded, but was not destroyed. England intervened. Nevertheless, it is unquestionable that Germany's calculations gave her the courage to attack the French and to dare the British.

"It is a serious question whether if the same situation were to recur the same psychologic effects would not reproduce themselves in the minds of the Germans. Nor must we fail to note certain disquieting symptoms of the moment. Since the coming to power of Premier Ramsay MacDonald, socialism has assumed a new offensive in the Allied countries. In France we hear the echo of dangerous words that were frequently uttered before 1914: 'A nation has war only when it wants it.' Meanwhile the reactionary elements become more powerful in Germany, and if this double movement continues we shall soon see in London and in Paris the same illusions of ten years ago, and in Berlin the same hopes and the same assurances. When there is question of whether Germany will start war again, these are the chief factors which must be kept in mind. Peace depends on an equilibrium of material forces and an equilibrium of political and moral forces. The most dangerous thing that can happen with Germany is to let her think that this equilibrium has been upset to her advantage."

## DENMARK'S FIRST LABOR GOVERNMENT

LABOR'S ASCENDENCY IN EUROPEAN POLITICS becomes more pronounced and significant, we are told, by the coming into power of the first Danish Labor Government, when King Christian appointed the Socialist Thorvald A. M. Stauning as Prime Minister. The resignation of the Conservative Neergaard Cabinet and the accession to the Premiership of Mr. Stauning, it appears, resulted from the general elections in which the Labor party became the strongest in Parliament. Out of a membership of 149 there are 55 Laborites, 44 Liberals, 27 Conservatives, 20 Independent Liberals, and 3 unattached. Curiously the situation in Denmark with a Labor Government is described as being much the same as in Great Britain, where Labor is in command without being able to control a full majority. An alliance between Labor and the Independent Liberals has been discust, but the latter declare that they will vote with Labor only as long as Labor does not go in for policies that conflict with Independent Liberal doctrines. This is said to mean that Labor will not be able to carry through any very radical measures. But according to an interview with the new Prime Minister in the Danish press it seems that the Government does not intend to push such measures, and that the chief ambition of Mr. Stauning is to get all parties to agree on a constructive plan for stabilizing Danish currency and to put Denmark on a sound economic basis.



THE NEW VERSION OF "THE STATE AND I"

LABOR: "The State—we are the State!"

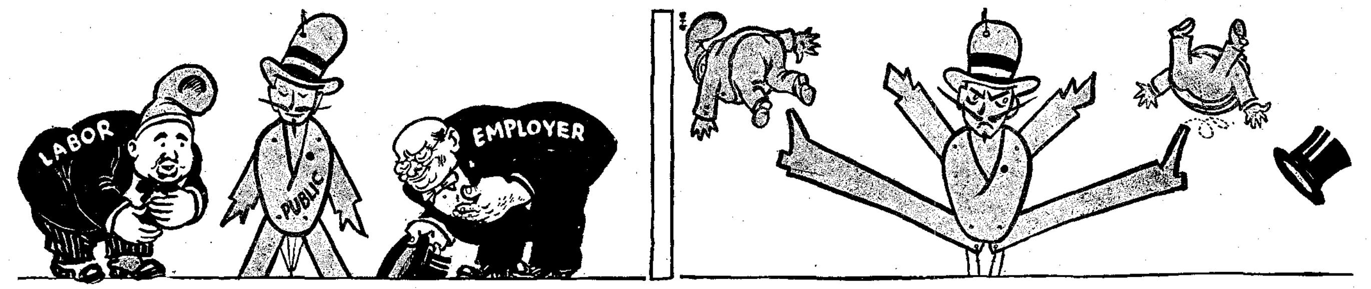
—*De Notenkraker* (Amsterdam).

All the members of the new Government belong to the Labor party, except the Foreign Minister Count Moltke, who was formerly Denmark's Minister at Berlin. Of particularly novel interest is the fact that for the first time a woman is a member of the King's Council in Denmark. She is Fru Nina Bang, and is head of the Ministry of Education.

Labor's chief organ, the Copenhagen *Social-Demokraten*, hails the new Government enthusiastically and maintains that the elections indicate a political overturn of profound importance. Where formerly the Cabinet was representative of the farm-owning class and rested on a majority stamped with upper-class interests, it says, now Denmark has a Cabinet emerged from the working class and a Government of workers and cotters. The lower class has assumed leadership in Denmark, this daily avers, and it praises the new Government for starting with social reforms at once in order to secure a more thorough and painstaking care of social problems. This Labor journal also commends the new Government for having abolished the use of uniforms and the wearing of decorations by Cabinet members.

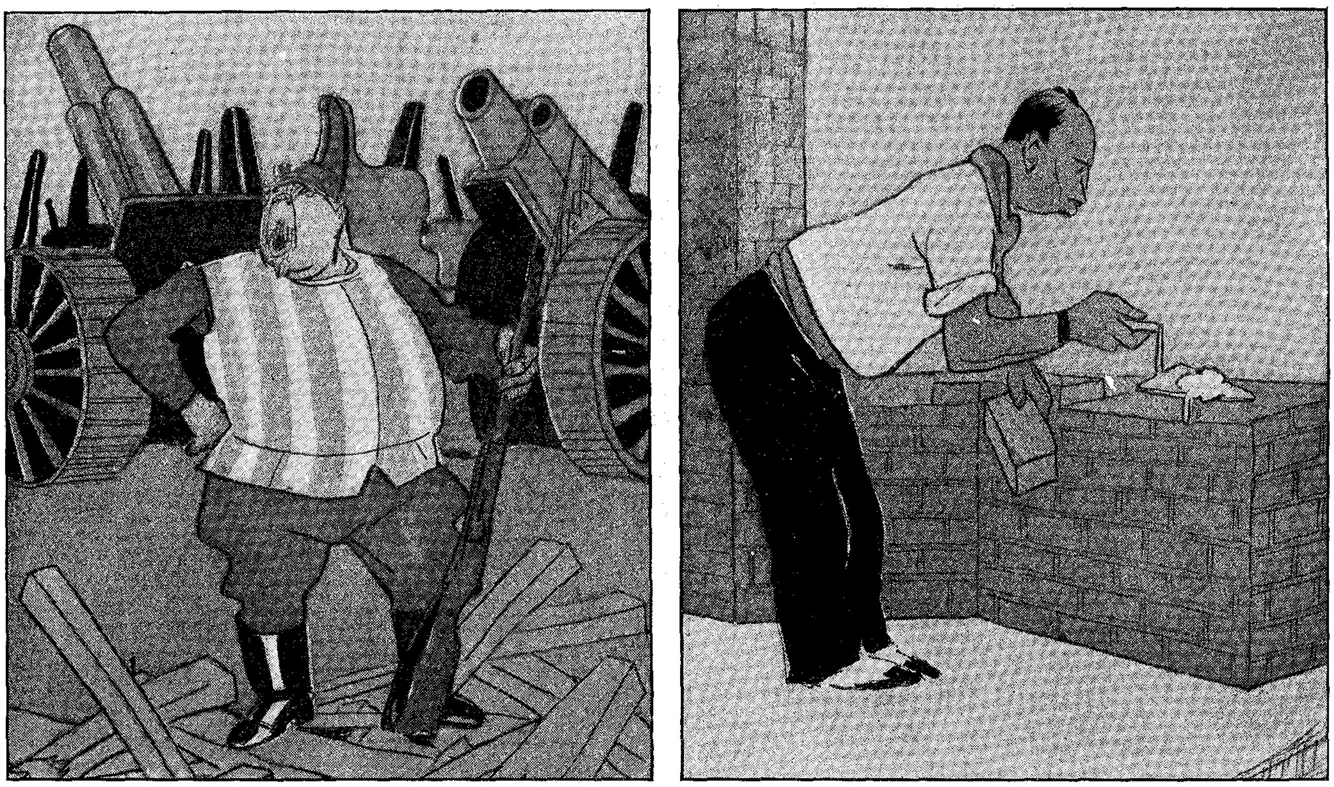
On the other hand, non-Socialist Danish newspapers express skepticism as to the Labor Government's ability to make good, and among them the Conservative *Berlingske Tidende* claims that the Government is saddled with election promises which will be hard to fulfil. The chief Liberal spokesman among the press, the Copenhagen *Koebenhavn* predicts that the Stauning Cabinet will prove an expensive experiment, and it maintains naturally that the Liberals did everything in their power to save the country from this error. The Copenhagen *Politiken*, voicing the thought of the Independent Liberals, admits the marked ability of the individual members of the Cabinet, yet holds that in its entirety it is rather weak. This daily emphasizes the fact that its continued existence depends on its success in negotiating with the other parties in Parliament.

Premier Stauning announces in a statement to the press that it is the aim of the Government to provide the best possible conditions for all workers and for all trades. He stresses as one of the chief purposes of his administration the pursuit of a general reconstructive policy. In evidence of this intention, we are told, the Government promptly introduced into Parliament a plan for stabilizing Denmark's currency. This project involves the establishment of a central exchange organization with the power to regulate exchange and to protect the people against unwarranted increases in the price of necessities. The plan also proposes a new tax on property which, it is estimated, will yield 11,000,000 crowns within six years, and this revenue would be used to pay off foreign loans. The Premier's statement also indicates that the pending treaty between Denmark and Norway over the Greenland question will probably be dealt with during the summer session of Parliament, and he calls attention to the fact that the two parties in favor of the treaty, the Laborites and the Independent Liberals, each received majorities in the recent elections.



THE WORKERS, THE EMPLOYERS AND THE LONG-SUFFERING PUBLIC THAT KICKS AT LAST

—*Campana de Gracia* (Barcelona).



AN ITALIAN CONTRAST OF THE FRANCE OF POINCARÉ WITH THE ITALY OF MUSSOLINI

—*Pasquino* (Turin).

## ITALY'S PLACE IN EUROPE

TOO LITTLE IMPORTANCE has been attached by foreigners generally, some claim, to the rôle of Italy in international politics since the signing of the Treaty of Versailles. Clemenceau is reported to have said during the discussions which preceded the Treaty, we read in *The Irish Statesman* (Dublin), that it would be Italy who would be responsible for the outbreak of the next Great War. The remark was made, says a contributor to this Dublin weekly, in allusion to the frank dissatisfaction with which the Italian Nationalists greeted the terms of the peace, and he goes on to explain that—

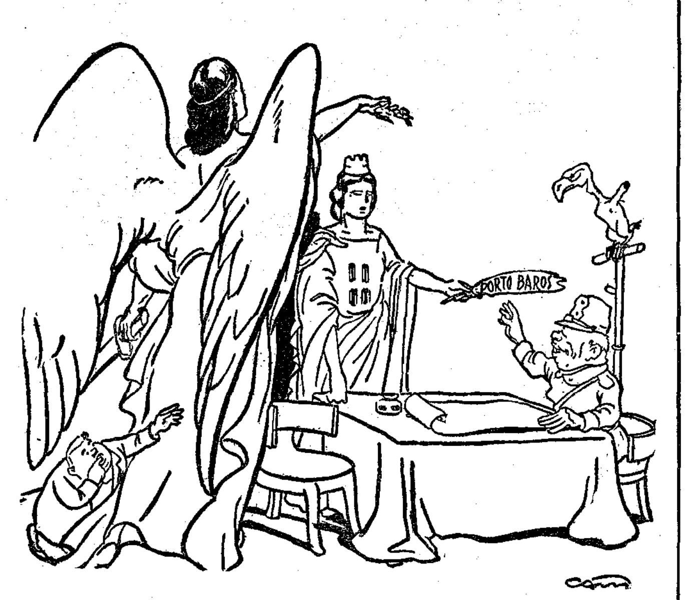
> "Beyond the territorial acquisitions bounded by the Brenner and the Nevoso, Italy gained nothing at Versailles, and was, indeed, excluded from all other benefits of an economic and colonial nature. The overshadowing might of her Austro-Hungarian neighbor did, indeed, disappear; but what Italy gained of 'security' in this respect was largely counterbalanced by the creation of a new empire, also a neighbor, in the extensive dominion of Jugo-Slavia. For these reasons Italy was first among the Allies to detach herself sentimentally from her former comrades-in-arms. But her disillusion did not express itself at the beginning by the pursuit of an independent imperialist policy, but rather in a growing tendency toward Socialism and internationalism. The nominal power passed from the hands of the victorious war-makers into the hands of neutralists like Giolitti and radicals like Nitti. In the result, when England began to disagree with France over the interpretation of Versailles and the Rhine question, she could count on Italian support for what it was worth. Signor Nitti's views, as exprest in several books, were those of the English Labor party, which, as interpreted by Italian Nationalists, meant Italian submission to Anglo-American plutocracy."

Then came the Fascist revolution which, we are told, was welcomed by the British governing classes as a sign that Italian Bolshevism had been overthrown, but was less agreeable to them as an indication of the revival of Italian ambition in the Mediterranean and elsewhere. Mussolini's foreign policy, according to this contributor to *The Irish Statesman*, had the single object of removing Italy from "that position of inferiority assigned to her in the name of Wilsonian idealism(!) by France and Great Britain in 1918-1919." This, it is averred, is the explanation of Italy's violent challenge to the League of Nations in her quarrel with the Greeks a few months ago. We read then:

> "But because Mussolini disbelieves in universal peace under Anglo-Saxon guidance, it does not follow that his policy is Francophile. This is the mistake of which so good an observer as Mr. Belloc has lately been guilty. Mr. Belloc's new Europe, as he has recently described it, is to be Catholic, military and agricultural; France will be at its center, grouped around her being Italians, Spaniards, Poles, the 'reclaimed' Rhinelands, and the peasant countries of the Upper Danube and the Balkans. This is the old Roman Empire at its largest extent, if England 'comes in,' as Mr. Belloc thinks she should, and abandons her 'vain hope' of buttressing up finance and industry by restoring the Germanies of the Lutheran heresy. (What of Ireland? She is Catholic and agricultural, but was never Roman; and similarly what of the Hungarians?) Now, Mr. Belloc, whatever one may think of his ideas, is a good prophet, and one remembers that he predicted as early as 1914 the present Rhineland policy of France. He may quite possibly be right in saying that France is going to be successful in her action in spite of all opposition; but he is certainly wrong in supposing that Italy—or for that matter, Spain—is involved in any way in the French aspiration. The notion of a bloc of 'peasant' countries is quite a fictitious one; and Mussolini's comment on Mr. Belloc's article, should he read it, is likely to be as vigorous as that of the British Foreign Office."

Sentimentally, England and France are even yet linked together, this contributor to *The Irish Statesman* goes on to say, but "no such tie exists between France and Italy." Nothing is commoner among Italians, he tells us, than to find "an active and often unreasoning hostility" to their Latin neighbor. Personally the Germans seem to be preferred by the Italians, he adds, and also contends that Italy has no cause for political gratitude toward France, for France was "ill-disposed toward the unification of Italy just as she was ill-disposed toward German unification." These factors of opinion are described as existing even under the régime of Mussolini, "who teaches that gratitude and sentiment are words that should be banished from the vocabulary of politicals, and that nations are swayed by purely practical considerations." In tracing Mussolini's foreign policy as compared with that of his predecessors, this commentator observes:

"Soon after his accession to power, there were rumors, it is true, of Italy's association in a Continental policy directed against the 'Anglo-Saxon' hegemony. These rumors had a basis in fact; a powerful financial group in Milan desired Italy to throw in her lot with France. (This group was, Mr. Belloc should note, a financial, not an agricultural one!) Nothing came of the proposal, and Mussolini was quick in reasserting his independence of both France and England. Roughly speaking, however, his view of the French policy in the Ruhr corresponds with the English view. He has said always that the German debt must be greatly reduced, and also that Italy is opposed to the break-up of Germany into small States. With the English he desired last year to reduce the German debt to fifty milliards, and to accept the scheme of a moratorium; but he differed from the English in respect of the British proposal for the treatment of interallied debts, which would have reduced the Italian quota of reparations as fixed at Spa by more than one-half. Mussolini's ideas regarding the Central European problem are common-sense, and they have been exprest in much plainer language than the English ideas. There is nothing here to suggest that he is the dangerous firebrand and adventurer which radical publicity in England has sometimes deemed him to be. Still, his wisdom has hitherto failed to save Europe, and his reparations proposals are already out of date, owing to the rapid march of events in Germany and in the Ruhr."



JUGO-SLAVIA SIGNS UP WITH ITALY

ITALY (to Jugo-Slavia): "Sign; I offer you a quill taken from the wing of my victory."

—*Il Travaso* (Rome).

In the interval, it is recalled by this writer, Mussolini has addrest himself to other foreign matters. He has come to an agreement with Jugo-Slavia and, it is suggested, probably because of the fact that in regard to Jugo-Slavia, both French and English opinion were combined against the extreme Italian claim. Mussolini has thrown the responsibility for his moderation on his predecessors in office, we are told, and he has "disguised his good sense by giving D'Annunzio a romantic title which the soldier-poet will not use." But, by conceding so much in the Adriatic and doing no more than talk reasonably on the subject of the Ruhr, this informant claims Mussolini's foreign policy seemed to lack that quality of the "dramatic and miraculous which is proper to Fascism." We read then:

"Hence the violent action against Greece at Corfu, and the challenge to the League of Nations, designed to show that Italy under Fascism was, after all, a first-class Power. Italy felt very bitterly toward England for a while; this was not unnatural, with all the pharisaic cant—we in Ireland have had experience of it—of the Cecil family let loose against her at Geneva. Just as President Wilson in Paris, having succumbed to the French and English egoism, thought safely to assert his principles by rebuking the imperialism of the weaker Italians, so at Geneva did Lord Robert Cecil, turning a blind eye on the proximate and well-armed Poincaré, presume to rebuke the more distant Mussolini for his friskiness. But English anger at the Italian action at Corfu left Italy in a somewhat serious isolation, with no friend except Hungary; the French took the opportunity, with English consent, of excluding Italy from the Tangier Conference. To this Italy has retorted by a rapprochement with Spain, an indication that she prefers to share Mediterranean power with England rather than with France, but mainly significant on account of the growing solidarity of Spain and the South American republics. Perhaps Mussolini—balked of his desire to play the arbiter between France, Germany and England—has come to agree with D'Annunzio that Europe is hopelessly decadent, and no fit associate for her who 'alone is great, alone is pure.' Sour grapes, maybe; but it is certainly true that the key to the future grandeur of Italy will be found in the successful disposal of her large and energetic population."

Attention is then called to the statement of D'Annunzio in his book, "For Italy of the Italians" (1923), that the Italians have always been the most successful emigrants. But, D'Annunzio asserts, "the Allies wish to forbid us every greatness, to close on us every way of development and expansion." This contributor to *The Irish Statesman* then remarks:

"As D'Annunzio looks east—to Asia, the region of ample and sublime unity—England is the main object of his attack. Mussolini tells us that the strong have special rights; but d'Annunzio is moved by the poetry of rebellion: by 'indomitable Sinn Fein,' by Egypt and India. The one welcomes Primo de Rivera to Rome, the other directs his finest invective against the Spanish Dictator. It will be interesting to see if Mussolini, driven by circumstances to revise his philosophy, presently appears as a champion of small nationalities!"

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A TURKISH BLOW TO AMERICA—The closing of all foreign schools in Turkey where religious instruction was given aroused bitter criticism of the Angora Government. But the closing down of the American Medical College at Constantinople, despite the vigorous protest of the American authorities, seems to some foreign observers the culminating tyranny of what they call derisively, "Europeanized Turkey." The Diplomatic Correspondent of the London *Daily Telegraph* recalls that only a few months ago about $250,000 was generously expended by Americans on the technical equipment of the college whose professional reputation "stands very high," and he adds:

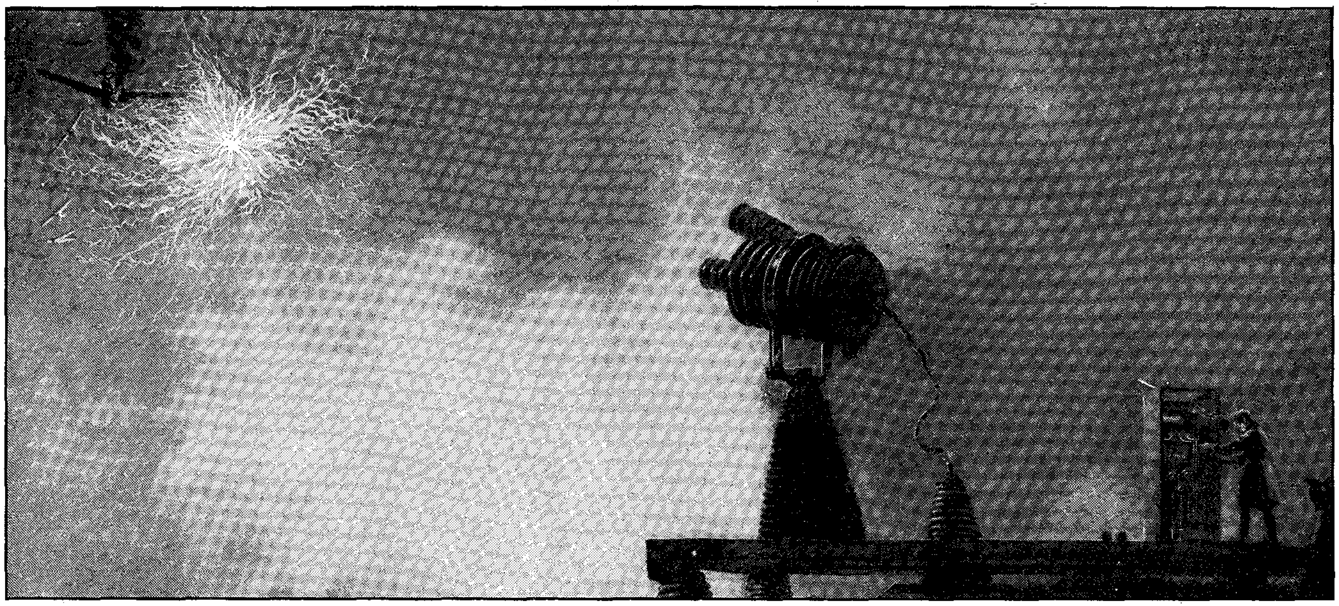
"In fact, this would appear to be the Turkish official grievance, the representative of the Turkish Government having gone so far as to declare that the educational standard of the college, whether in regard to physic and surgery, or to midwifery or to dentistry, were too exacting for the present generation of students—presumably Turkish students. The real policy of Angora is revealed in this complaint. The Turk wants to monopolize the liberal professions, as well as all business in Turkey; yet, as a rule, his education and capacity are not such as to enable him to compete successfully with Greeks, Armenians, and foreigners."

This informant further arraigns the Turks as follows:

"The Turkish Press is commenting bitterly on the fact that, altho the great mass of Ottoman Greeks and Armenians has now been eliminated, their successors as traders are not Turks, as had been confidently anticipated, but Jews, whose recent immigration, from Russia and other parts, more especially into Constantinople, is stated to be considerable. They are alleged to be buying up at low prices banks, building land, and blocks of dwellings whose former Christian owners have had to leave the country. Does this press campaign foreshadow an early anti-Semitic movement, which would be really the first of its kind in Turkey?"

But to all complaints about Turkey's new way of doing things, the retort is made by P. Gentizon, Constantinople correspondent of the *Gazette de Lausanne*, that for more than a century Europe has been insisting on reforms in Turkey, and he adds: "Our rationalist dogmas have stifled all religious feeling in the Turks; our nationalist concepts inspire their minds; and our political maladies torment them."

# SCIENCE - AND - INVENTION



From *The Illustrated London News*. Drawn by their special artist, Mr. G. H. Davis, under the supervision of the inventor, Mr. H. Grindell-Matthews

DESTROYING AIRCRAFT "AS BY LIGHTNING"—IF THE RAY-PROJECTOR EQUALS THE CLAIM OF ITS INVENTOR

## A NEW "DEATH-DEALING RAY"

CONSIDERABLE MYSTERY seems to attach to the production of a new high-potential electric ray said to be able to stop electric motors at a distance, to detonate explosives and even to destroy life. The inventor refuses to tell how he produces it, but a representative of *The Illustrated London News* asserts that he has personally witnessed the effects, and describes and illustrates them in that paper. Of course there can be no scientific comment until something is known of the inventor's methods. Says the paper named above:

"Mr. H. Grindell-Matthews, the well-known electrical inventor, who during the war received £25,000 from the British Government for his system of controlling power-driven craft by a searchlight beam, has since devised, with the assistance of Mr. B. J. Lynes, a new invisible electric ray which, as he demonstrates it, instantly affects the magneto of a petrol motor, and causes it to slow down or stop, as required. This electrical beam has at the moment only been used experimentally, but the inventor claims that, with a more powerful projector, he would have no difficulty in bringing down hostile aircraft. The great projector seen in our illustration was drawn by our special artist, Mr. G. H. Davis, under the supervision of Mr. H. Grindell-Matthews, who also supplies the descriptive details, and shows how the new ray could become a terrible weapon of war. Attached to the outside of the projector are fitted three generators of the ray, which is directed into the box containing the apparatus for producing high potential electric current. This portion of the apparatus is a jealously guarded secret, and has been aptly named by the inventor, 'The Mystery Box.' The ray thus produced is sent out in the form of an invisible 'beam' of electricity, and can be directed, it is claimed, on any object as desired. and can not in any way be 'jammed' by anything at present invented. For night work the ray can be made visible, so that it will have the double function of a searchlight and a destructive agent. In one illustration are shown the actual tests carried out in the laboratory before our artist. In another drawing he peeps into the future and shows one of the great projectors that may one day be made, mounted on a well-insulated platform, and destroying hostile aircraft. When the nearest hostile machine comes within range, there is suddenly a terrible flash of lightning, as if a tropical storm had suddenly burst into fury. The occupants of the machine are instantly electrocuted, the machine is set in flames by the flow of electric current that pours all over it, and instantly it goes plunging earthward a fiery wreck. The beam is swung on to the next machine within range with the same result as before. If Mr. Grindell-Matthews can succeed in producing a huge projector such as that drawn by our artist, then the awful power of this great ray will go far toward ending war, for, unless something is invented to counteract its force, it will make war impossible. It has been estimated that, if large enough ray-projectors could be made, a fifty-mile anti-aircraft barrage round London could be established at an initial cost of £3,000,000.

"Mr. Matthews was the principal guest on April 15 at the annual lunch of the Foreign Press Association. He said that he would shortly continue his work on a large scale in open country, and that he was confident of soon being able to transmit power over considerable distances. 'It has been said,' he remarked, 'that armies would be wiped out in a few seconds. I am tempted to hope that it (the invention) will make war impossible.' Mr. Grindell-Matthews has demonstrated before our artist, Mr. G. H. Davis, that he can at will stop the functions of the magneto of a small motor erected at the other end of his large laboratory. The little projector was directed upon the pulsating motor, which instantly commenced to falter and quickly stopt, owing to the short-circuiting of the magneto caused by the action of the invisible ray directed upon it from the other end of the room. Even more destructive in its power is the lightning effect produced in the second illustration. Here the little projector is sending out what may be called bottled-lightning. For demonstration purposes the inventor had placed a little gunpowder in a small receptacle attached to an ordinary laboratory stand. Then with care (for he was dealing with dangerous forces), Mr. Grindell-Matthews turned his ray upon the 'target.' Instantly there leaped out from the hitherto invisible ray a blue flame, an exact replica in miniature of the terrible lightning of a tropical storm. In an instant there was a flash as the powder was ignited, and, tho the laboratory stand had been placed on glass three inches thick, the current passed through it in a shower of blue flames, and issued from the legs of the table on which it stood."

News reports say that the inventor has received a flattering offer from a French firm and will perfect his invention there. "I am confident," he says, "that I shall rapidly achieve results to convince the most skeptical."

The French press has been particularly active in comment on the Matthews ray. We are told by some that it had already been invented in France by various scientists, whose names and portraits are given. One man asserts that he saw a demonstration of it in Brussels in 1913, but he does not explain why the inventor, "an Italian with a French wife," made no use of it in the war. French scientists are inclined to pooh-pooh Matthews's claims. Says *L'Intransigeant* (Paris):

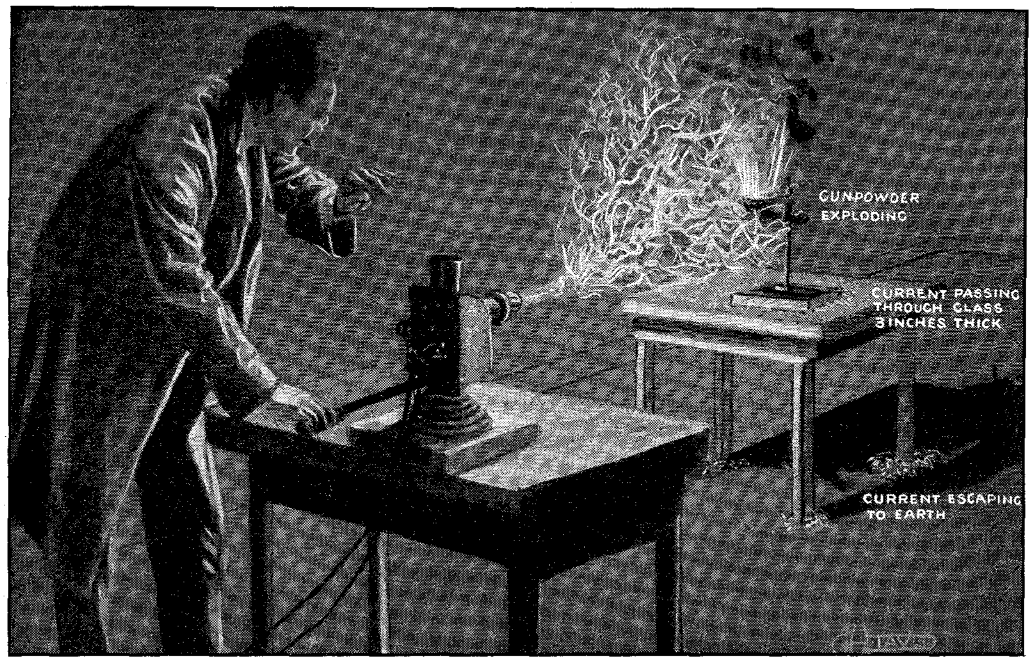
"I asked Professor Langwin yesterday what he thought of the new declarations of the English physicist. He answered:

"'It's all *charabia* [occult nonsense]. The "explanations" that he gives mean nothing—correspond not at all with what we actually know.

"'It should be understood that the domain of radiant heat or of Hertzian waves (one and the same from the standpoint of their constitution) has already been often explored; nothing that is known of electro-magnetic radiation prepares us for a discovery such as Mr. Matthews tells us he has made.'

"Professor Branby also told us the other day:

"'I do not believe in this invention. It makes me think of the results obtained by the spirits; they are much talked about and never seen.'"


GUNPOWDER EXPLODING
CURRENT PASSING THROUGH GLASS 3 INCHES THICK
CURRENT ESCAPING TO EARTH

From *The Illustrated London News*. Drawn by their special artist, Mr. G. A. Davis, under the supervision or Mr. H. Grindell-Matthews, the inventor

THE RAY IN OPERATION: EXPLODING GUNPOWDER

We are favored in *Le Matin* (Paris) with the names of no less than nine French inventors who have claimed, since 1908, the invention of a similar ray. D'Arsonval, the eminent French electrician, was consulted by this paper and, says its representative:

"He was decidedly skeptical, asked 'to be shown,' and advised us to interview Commandant Mesny, the authority on high frequency. Mesny said:

"'A diabolic ray? [the common French term for the Matthews ray]. I see nothing in the actual data that authorizes belief in it. Every one knows the difference between laboratory experiments at short distance and practical realization in industrial conditions. Every one knows that motors have been stopt, mice killed, lamps lighted, etc. . . . I do not deny Matthews's discovery. In science one should deny nothing. But I await, before believing, new and more accurate data.'"

In *Le Quotidien* (Paris), Jean Cabrerets, in an article entitled "A Little Light on the Ray that Kills," argues that there is nothing impossible about the Matthews ray, which he believes to be simply a line of increased conductivity along which powerful electric currents may pass. He quotes what he asserts is an actual explanation by the inventor, tho without specifying the exact source. We read:

"I have discovered a conducting ray, along which I send, as one might do with a simple electric cable, sparks comparable to lightning, which cause the various phenomena of which I have spoken—the stoppage of a magneto, the electrocution of a mouse, the explosion of cartridges. This is the whole secret of my invention; we have simply electric force transmitted along my ray as along a simple conductor."

This statement, says Cabrerets, "limits perfectly the field of hypothesis," and he goes on:

"It is no longer a question of a 'new form of radiant energy,' but merely of forming in a medium such as the atmosphere, a line along which electricity can flow. Theoretically this is not impossible. Gases in general are bad conductors of electricity. Matthews's sparks can pass only by *diminishing artificially* the resistance of the air between the starting and stopping points. This has been done in the laboratory; the phenomenon is called 'the ionization of gases,' and is caused by X-rays.

"Now suppose that we produce a very small bundle of ionizing X-rays, it would probably form in the air a tube of lowered resistance through which high-frequency alternating currents could travel.

"Under this new aspect, there need be nothing 'diabolic' about the ray. It does not overturn established science in any way."

## FIGHTING GIPSY MOTHS WITH TOY BALLOONS—

Thousands of toy balloons are being released this month from fifteen stations extending from northern Connecticut nearly to the Canadian border, in an effort to discover the secrets of the winds responsible for the westward spread of the tree-destroying gipsy moth. This effort was recently reported by Dr. E. P. Felt, Chief Entomologist of the New York Conservation Commission, according to Science Service's *Daily Science News Bulletin* (Washington). We read:

"The gipsy moth has proved such a destructive insect in New England and New York that the State Conservation Commission in cooperation with the Federal Government has established a barrier zone in an attempt to stop its westward spread. In spite of the fact that this pest is a winged insect, it does not occupy new territory through its power of flight. The females are unable to fly on account of the extreme weight of their bodies. The big spread comes when the young caterpillars are first hatched from the eggs. These caterpillars have long hairs growing out of their bodies. These hairs, it is thought, together with the silk which the caterpillars spin helps to buoy them up in the wind which sometimes carries them from a half mile to five miles from their starting-place. Last year, to learn about the winds which caused this gradual spread of the caterpillar aeronauts, 7,000 hydrogen-filled toy balloons were sent up. Each balloon bore a numbered tag requesting the finder to return it with a record of the time and place where found. Over 400 tags were recovered by the end of the season. They were found practically throughout southern New England, a number being picked up on both the eastern and southern coasts. One balloon was found off Yarmouth Cape, Nova Scotia, a drift of about 400 miles in 18 hours. Seven covered distances of 110 to 145 miles. One drifted 65 miles at the rate of 100 miles an hour. Another remained in the air six and a quarter hours and then dropt at the point of release, evidently carried back by a counter-current. One season's work was thought insufficient to justify definite conclusions with such variable factors as the winds, and the investigations are to be continued this spring on a more extensive scale."

## OUTWITTING THE SAFE-BREAKER

IMPREGNABLE BANK-VAULTS are now built by the use of alloy and special steels impervious to attack by the cutting-torch. Special machine tools and accurate finishing of the work play an important part, we are told by Herbert R. Simonds, writing in *The Iron Trade Review* (Cleveland). Mr. Simonds tells us that the public has been misled in its judgment of the vulnerability of bank-vaults by reports of burglarizing of light safes, designed only for protection against fire. Vaults are much alike in the public mind, but the up-to-date safe-breaker, Mr. Simonds assures us, keeps well away from the modern bank-vault—a virtual admission that its negotiation is beyond his power. In other words, the safe-builder is now ahead of the safe-breaker in their game of attack and defense. Says Mr. Simonds:

"Years ago case-hardened steel vaults were built to prevent the destructive use of drills in the hands of safe-breakers. The development of tool steel-cutters made the protection thus afforded inadequate and safe-builders next turned to manganese steel and other hard alloys. In an endeavor to find means for rapidly cutting steel, engineers perfected the oxyacetylene torch, and to-day great masses of tangled steel framework resulting from a fire may be removed with these torches in a small fraction of the time required before their introduction. On the other hand, the same engineers who helped in this work unwittingly played into the hands of safe-breakers.

"The modern oxyacetylene torch and equipment is the most efficient tool ever placed in the hands of a bank robber! Some time was required after the torch was in general use in industry for the thieving profession to discover its usefulness, but once it had been successfully employed in a safe theft, the news traveled rapidly, and almost over night safes which had been thought burglar-proof were considered highly pregnable. Safe and vault manufacturers immediately started the work of combating this new enemy.

"Science has again triumphed and the present-day bank-vault provides adequate protection not only against known destructive elements, but also anticipates conjectural destructive agents of the future. The bank burglar works at disadvantage in his attempts in gaining entrance to any vault. The mechanics who build the vaults have at their command labor-saving tools and appliances which facilitate the rapid execution of their work. They work in the open without fear and with no limitations placed on the noise or commotion which they may make.

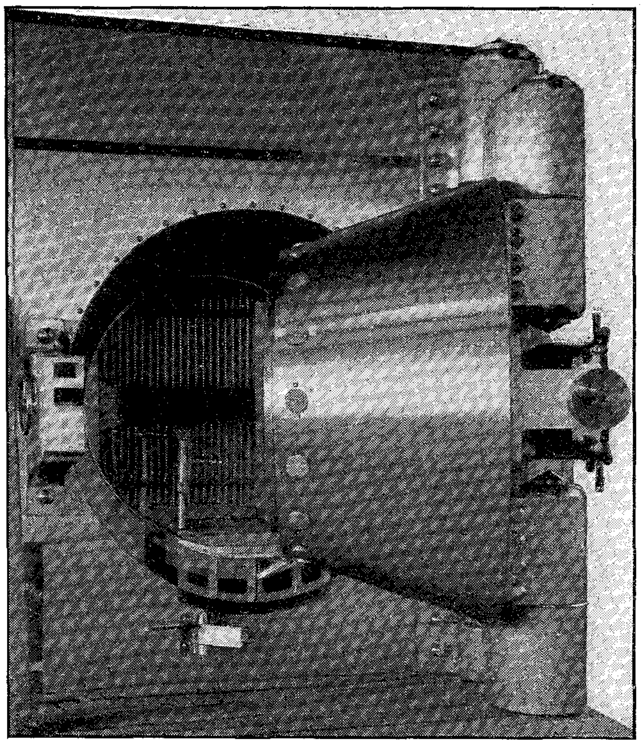
"Properly built bank-vaults at the present time are burglar-proof. During recent years no door of burglar-proof construction has been attacked, to say nothing of being opened. The absence of attack is the virtual admission by the burglar that the strength of the steel structure is beyond his capacity to destroy.

"Perhaps it is not generally known that there is a well-established profession of vault engineering. Many problems other than protection against burglary are involved. A modern vault is designed to withstand fire, earthquake, and even bombing and, in addition, is made as nearly proof as possible against accident in its daily operation. A vault in a large bank must combine protective features with convenience in its use. The floor should be on the same level as the main bank floor. This means that for the type of door shown in the illustration a section of the floor is removable to permit the opening and closing of the door. When it is desired to open the door in this particular installation, a floor panel in front of the door is lowered much as an elevator floor descends, and after the door has been fully opened this panel is raised into position."

Mechanical means for closing a vault door are considered dangerous, we are told, because of the liability of their operation while attendants are in the vault. For this reason thousands of dollars are spent in reducing the hinge friction so that massive doors may be closed and opened by hand. Recently an entirely new principle in door construction has been brought out by vault engineers. Instead of a door being hinged from the outside of the vault it is built in the form of a large vertical cylinder with a rectangular slot like a keyway extending horizontally through its center. When this cylinder is turned, so that the slot extends from the interior to the exterior of the vault, the slot forms a means of entrance and exit. When the cylinder is turned through 90 degrees, however, the slot is completely concealed and the heavy cylinder walls become a formidable door of double thickness. We read further:

"Vaults are built in a great variety of sizes and their production has led to the development of large manufacturing plants.

"As the door is usually the most vulnerable point of a vault, its construction requires the most attention and is of chief interest. The Cleveland [Federal Reserve Bank] vault door is 48 inches thick and weighs over 200,000 pounds. The door frame is made from the three castings which combined weigh 143,000 pounds and also are filled with plate laminations.



Courtesy of *The Iron Trade Review*

A MATCH FOR THE BANK-ROBBER

The modern oxyacetylene torch gave the robber the advantage for a time, but he can do nothing here. Vault of the Federal Reserve Bank of Cleveland. Assembled, the door weighs over 100 tons.

"In order to swing a 200,000-pound door, a massive hinge is required. The main casting for this hinge weighs 40,760 pounds. The complete mechanism as assembled weighs 47 tons and is thought to be the largest hinge ever built. The design of bearings for this hinge and the accurate machining are such that one man can swing the heavy door. The principle of roller bearings is utilized, but in addition large alloy crown washers are used to reduce the contact surface.

"Time is the most important factor making for the success or failure of the safe-breaker when attacking a bank vault. Manufacturers of burglar-proof vaults, therefore, are concerned with constructing a mechanism which will require a maximum amount of time to destroy. The chief element of resistance in a modern vault is found in the laminated structure of the door and door-frame and vault walls.

"As has been described, the door and its frame consist of heavy hollow castings which are later filled with plates of steel and special alloys. The casting, which is but a shell of relatively thin walls, serves as a container for the materials which offer the chief resistance to a burglar's efforts at cutting. Details of lamination construction are maintained as trade secrets by their manufacturers. The York Safe & Lock Co. has developed a metal plate which looks much like a steel plate, but which is proof against the action of the oxyacetylene torch and other steel-burning flames. The plates of this material are alternated with steel plates of various physical properties. These, built up into thicknesses varying from one foot to four feet, and snugly inclosed in strong castings, present such a formidable barrier to the burglar that a successful attempt at the theft of the contents of a vault which is so protected is almost beyond all human possibility."

## TO NEUTRALIZE MOTOR GASES

THE DISCHARGE OF POISONOUS carbon-monoxid, which now occurs through the exhaust of every automobile, can be chemically reduced at small cost, according to Dr. Miller Reese Hutchison, inventor of the Klaxon automobile horn, the akouphone, which has enabled the deaf to hear, and of many other electro-mechanical and acoustic devices. Dr. Hutchison has announced, we are informed in the New York *Times*, his discovery of a chemical compound, the use of which in small and inexpensive quantities in combination with commercial gasoline virtually eliminates all danger from toxic discharges. Says the paper just named:

> "Dr. Hutchison was for nearly twenty years chief engineer of the Edison laboratories. He is a member of the Naval Advisory Board and the engineering and scientific societies in America and abroad.
>
> "Dr. Hutchison's development of what he considers an important adjunct in the conservation of human life, came about through the use of an experimental compound, the formula of which is not yet revealed because it is not protected by patent, in the gas-tanks of one of his automobiles. By the introduction of a single ounce of the compound in five gallons of ordinary gasoline in the tank of his car some months ago he said he found that he was no longer annoyed by the accumulation of carbon deposits in the cylinders and the consequent 'knocking' of the motor."

Dr. Hutchison explained to a reporter:

> "These carbon deposits which are such a familiar annoyance to motorists, are, of course, the product of imperfect combustion. So also are the excessive discharges, through the exhaust, of the deadly fumes of carbon monoxid.
>
> "From day to day hundreds of cases have been reported to the newspapers of automobile owners running their motors while tinkering with their cars in unventilated garages. Scores of them, including Nat Wills, the comedian, have been found dead, and hundreds more have been prostrated by inhaling these monoxid fumes.
>
> "It is well known through actual experiments by Professor Henderson of Yale, and others, that samples of air taken from thoroughfares much frequented by motor vehicles, like Fifth Avenue and Riverside Drive, are found to be impregnated with monoxid to an extent that afflicts with headache and illness robust traffic policemen who are exposed to these fumes for long periods of the day, even tho in the open air.
>
> "These considerations and the fact that vehicular tunnels for automobile traffic are coming into use extensively led me to prosecute my experiments actively, particularly since last March. To begin with, I had the Joseph Tracy laboratory, in Rutherford, New Jersey, take exhaust gas samples from a stock motor running under ordinary automobile conditions.
>
> "I then sent these exhaust gas samples to the Pittsburgh Testing Laboratory for analysis, first, of the exhaust gases obtained from the straight gasoline and, secondly, for analysis of the gases given off through the exhaust when the gasoline was mixed with varying quantities of the chemical compound. It was found that while the straight gasoline gave off 5.6 per cent. of carbon monoxid, an admixture of three ounces of the compound reduced the poisonous ingredient to 2.7 per cent.
>
> "Four ounces of the compound caused the monoxid fumes to mount to 3.8 per cent. It is obvious that the proper proportion for the maximum elimination of carbon monoxid lies somewhere between the three-ounce and the four-ounce mixture, and it is along that line that I am now experimenting."

Dr. Hutchison said that the recent occurrence in the Pittsburgh vehicular tunnel, where many motorists were overcome during a blockade in the tube, has caused him to make public the results of his experiments earlier than he might have done otherwise. In the vehicular tunnel now being driven under the Hudson River, while every precaution possible by way of mechanical ventilation and other safety devices will doubtless be installed, Dr. Hutchison said he believed a simple mixture which could be placed upon the market at insignificant cost would contribute a tremendous additional safety factor when carried on the gas-tank of every automobile.

## HOW MANY HORSE-POWER HAS A HORSE?

ONCE UPON A TIME, according to a tall yarn, three famous teamsters met in a contest for the supremacy of their horses in pulling heavy weights. The first man's team pulled a rival team backward for a mile. The second man's team, in attempting to pull up an elevator stuck tight in a mine-shaft, pulled out the entire mine-shaft. The third man's team, hitched to a supposed boulder, which was really a stone outcrop, got no results, but so great was the power exerted that after fifteen minutes steady pulling the horses had sunk knee-deep in the solid rock.

Nowadays such contests have been put on a more scientific basis, with the use of the tractor dynamometer invented by Prof. E. V. Collins of the Iowa State University. So great is its accuracy that it actually enables us to tell to a fraction just how much is the horse-power of each individual horse or team in a pulling contest. If James Watt, points out D. F. Malin, writing in *Wallaces' Farmer*, had lived to see the performance of a team of horses hitched to this tractive dynamometer, he would have felt compelled to change his definition of one horse-power. It is obvious, of course, that Watt did not intend the definition as a measure of the maximum power exerted by a horse. He simply established a unit of power which he called one horse-power and defined it as the energy required to pull a 150-pound weight out of a hole 220 feet deep in one minute. This unit of power is still a standard of measurement. Unquestionably Watt would have been amazed to see a pair of horses actually develop 27 horse-power, as happened in recent tests.

Exerting terrific power with the long smooth action of their powerful haunches, a comparatively light team owned by Lew Coles of Ames, Iowa, the other day exerted a pull of 2,500 pounds on the tractive dynamometer. This is the world's record to date and equals the effort necessary to start a load of 32,500 pounds on a granite block pavement. However, the dynamometer test requires the application of this effort throughout the length of the pull, so the team in question exerted this effort for a distance of 27.5 feet. If they had actually moved a load of 32,500 pounds they could have drawn it much further, since the required effort would have been considerably less once the load was in motion. These two horses, "Beauty," a mare weighing 1,760 pounds, and "Mage," a gelding weighing only 1,550, are now the world's champions, altho many of the teams which have competed with them weighed three or four hundred pounds more. The secret of their success, we are told, lies in their even, slow, strong pull and the craftsmanship of the teamster who kept them both up evenly in the collar. In connection with this contest and others which have excited a tremendous amount of interest as to the possibilities in a horse's reserve power, *Wallaces' Farmer* goes on to say:

> "The remarkable potentialities which the horse possesses have been thoroughly demonstrated in the horse-pulling tests held during the past eight months under the joint auspices of the Horse Association of America, the American Association of Agricultural Engineers and the Iowa State College. The first tests were held at the 1923 Iowa State Fair. Since then tests have been held at the National Horse Show at New York City, at Ames, Iowa, and at Fort Des Moines, Iowa, the last mentioned tests being made with Army horses and mules.
>
> "The tractive dynamometer used in measuring the pulling power of these horses looks much like a heavy wagon. The trucks of the dynamometer require the same draft regardless of the surface or incline over which they are drawn. The power expended by the team is measured by means of heavy weights suspended on cables. By means of hydraulic control, the wagon can not be moved until the weights are lifted. An accurate check is thus had on the tractive pull exerted.
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> "The tractive pull is defined as the energy necessary to pull a weight out of a hole in the ground. Thus a tractive pull of 2,000 pounds does not mean the strength necessary to pull a wagon weighing 2,000 pounds, but instead refers to the pull required to raise a weight of 2,000 pounds straight up out of

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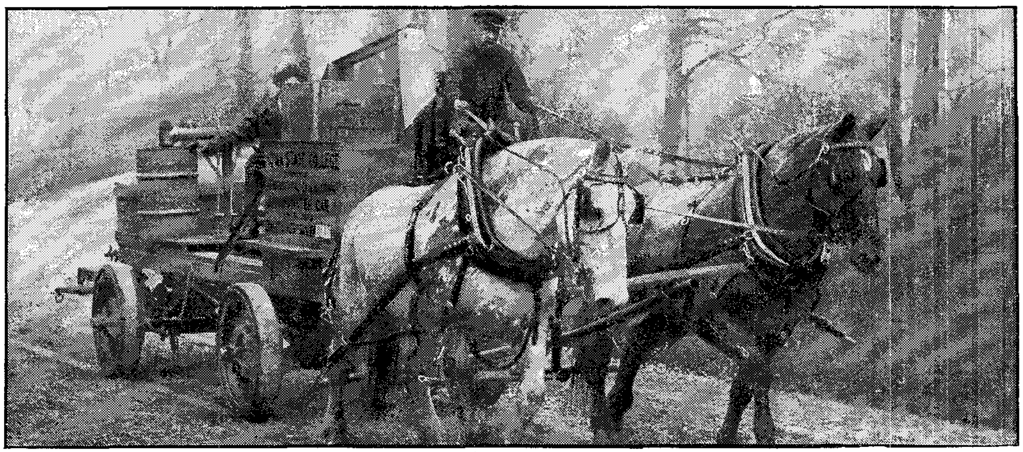


Photograph by courtesy of Wayne Dinsmore. Secretary Horse Association of America

"PETE" AND "BOB" WINNING AT THE NATIONAL HORSE SHOW OF 1923

The 2,450-pound tractive pull set on this test wagon equals pulling 16 tons on granite block pavement.

a hole in the ground, which, of course, is a vastly different thing, and many times as difficult to accomplish as to move a 2,000-pound wagon.

"At the Iowa State Fair, the heaviest tractive pull made by a pair of horses was 2,300 pounds. Each of two teams of heavy horses owned by Des Moines firms pulled the dynamometer a distance of 25 feet when the tractive pull was 2,300 pounds.

"This record stood until the National Horse Show, held in the fall of 1923, at New York City. A number of tests were made at that time with teams weighing from 3,000 pounds up. A 3,600-pound team owned by Sheffield Farms pulled the dynamometer set at 2,300 pounds a distance of 27.5 feet. A little later they pulled the machine set at 2,450 pounds for a distance of 12 feet, thus eclipsing any of the records made at Des Moines.

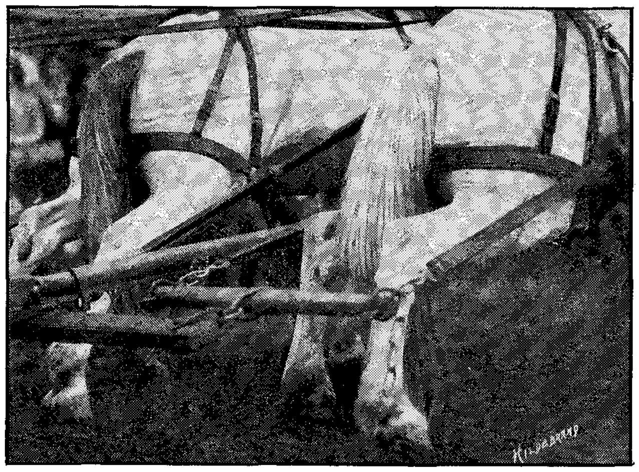
"A new mark was set in January, 1924, in a special test held at Ames. A team owned by Lew Cole, of Ames, had achieved a local reputation as pullers and when hitched to the dynamometer they proved their right to the reputation by making a tractive pull of 2,500 pounds for a distance of 27.5 feet. On the following day they duplicated this performance."

A horse is better than a motor for short hauls. This is one of the sensational conclusions said to have been derived from these hauling contests. In the National Horse Show held last fall in New York City, we are told by W. P. Pond, writing in *The Field Illustrated* (New York), crowds of people thronged to the hauling contests, and tremendous excitement was shown on the part of truck-horse fans. The results of these contests, says he, will be of great value to breeders, for they will ultimately show just what qualities conduce to excellence in pulling. He goes on to say of the contest:

"Probably never before has anything of a similar nature attracted so much attention, or diffused so much valuable knowledge, as the National Pulling Contests recently held at the Armory of Squadron A in New York. At each test the ringside and seats were crowded by truckmen and team-owners of the city, and from outlying sections, who watched the trials with intense interest, cheering wildly when some particularly game horse made a demonstration of drawing power. No running or trotting race-horse has ever shown more courage or determination than was displayed by some of these draft types which, strange to say, are generally referred to as 'cold-blooded.'

"It was exceedingly interesting to note the intelligence used by these horses in their greatest efforts. The most successful moved forward in short jumps, just as do the horses depicted by that remarkable French artist, Lowes Dalbiac Luard, in his virile 'Timber Hauling on the Seine'—a movement that puts the terrific strain on both hind legs together instead of on one at a time, as would be the case if the pull was endured at a walking or at a trotting gait. It was also noticeable that concerted action was what moved the greatest loads and that the most successful teams were those that flung themselves as a single horse into their collars and started the pull.

"Not the least valuable item of these tests is the direct attention that will be focused on the draft-horse, for drafts have not made the improvement visible in other types. The reason has been the greater attention given in such breeds to careful selection of sire and dam along the line of performance, while the draft selection has been based and judged solely on conformation and what is termed quality, mainly because no other method of testing had been evolved."



WEIGHT, STRENGTH, GAMENESS, TEAM-WORK

Are the qualities needed for this game. This team of huskies weighing under 3,000 pounds is exerting a 2,000-pound tractive pull.

About five years ago, Mr. Pond goes on to tell us, a conference was called in Chicago by the U. S. Department of Agriculture, and when it was demonstrated that 97 per cent. of all motive power on farms and a large percentage in cities was furnished by horses or mules, a committee was appointed to deal with the subject.

In the tests it was realized that it was possible to determine the relation between weight and pulling power, and also between conformation, good type and pulling power; this with a view to eliminating—in future breeding—the very large proportion of horses of inferior type and size now produced, and of giving breeders and owners something reliable to go upon in future operations. It costs no more to raise a good horse than a poor horse, and with more than sixty thousand animals in use in New York City alone, it would be extremely helpful to breeders to know the type most desirable for city work.

That conformation gives weight in draft horses is, apparently, understood by the New York City owners of horses.

It is evident that gameness and the determination to pull, without giving up in the face of apparently insurmountable obstacles, is quite as important as weight or conformation, and teams that had weight and conformation did not win unless they had courage and gameness. Racing men know that some families lack the quality of gameness, and it is evidently also the case with some draft-horses. Stallion tests in harness will speedily determine which have and which have not the necessary courage, and it is safe to predict that within five years greater prizes will be offered for pulling tests for draft stallions than have ever been offered in the world, and men will buy sires on records made, and on the records of their get when duly tested.

# LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

## A BOOKSELLER STIRS UP THE PUBLISHERS

"HE IS DEAD RIGHT," flatly declared Mr. Henry Holt in reply to THE LITERARY DIGEST'S letter asking publishers' views concerning Mr. Simon L. Nye's recent accusation that altogether too many books are published, most of them trash. Mr. Nye, who lives in Washington, D. C., is president of the American Booksellers Association. As reported by the press, he makes this charge: "It seems that the publisher, striving in keen competition, aims to see how many, not how worthy, books he can publish in a given period. He is responsible for that class of retail customer who now considers a book that is three or four weeks old behind the times." Continuing, Mr. Nye remarks:

"Nowadays and almost without exception a book that has been published three months practically is dead, forgotten, awaiting its removal to the bargain-tables. Where will the books of to-day be twenty years hence? Where is gone the slogan of 'Fewer books and better'?

"I realize, of course, that the publisher has his problems. He must keep his presses going. He must keep his organization intact. Yet, could he not concentrate still more on manuscripts which are worthy and which would meet with a more kind and responsive reception from the buying public? In the field of non-fiction, which happily since the war has been steadily winning a place for itself in the sun, many liberties are being taken by the publisher. Let a man deliver a few lectures or write a few magazine articles, these are gathered and appear between the covers of a book, published from $2 to $5, and the bookseller is expected to enthuse over these publications generally at a short discount.

"The circulating library has been a most important factor in lessening the sale of modern fiction. The argument of its members is that most of the new fiction is unworthy of a permanent place in the home library, and they are undoubtedly correct. The circulating library, however, is an important factor in fostering reading—but satisfactory results can not come from its maintenance."

Several famous publishers share Mr. Holt's opinion that Mr. Nye is "dead right." For example, Mr. F. N. Doubleday, president of Doubleday, Page and Company, says:

"I am quite sure that very much too many books are published and many unworthy ones; and if the standard were raised by the bookseller's more careful selection, I am sure it would be to the benefit of all concerned, perhaps most of all the publishers."

Moreover, Mr. Alfred A. Knopf writes:

"I am definitely of the opinion that altogether too many books of inferior quality, literary or otherwise, are being published. I have said for a long time, partly in jest but at least ninety-five per cent. in all seriousness, that I can not imagine an author unable to place with some publisher or other, a book however thoroughly bad it may be. Unsound currency will drive out a sound one. In a rose garden where weeds are allowed to flourish, the roses eventually die, and I have come, after much cogitation, to the conclusion to-day that the most serious problem confronting the book trade in general, including publishers and authors, *is the great quantity of inferior books that are being* published and that are making it increasingly difficult for the really worth-while book to get a hearing."

Mr. George P. Brett, president of the Macmillan Company, feels that "too many books are being published that are not strictly worth-while and that have no real reason for their existence, being neither amusing, interesting nor conveying to the public any useful information." As Mr. Brett believes:

"Mr. Nye might have gone further, perhaps, in what he said and called the attention of the booksellers of the country to the undoubted fact that when a bookseller sells a book to a customer which is distinctly not worth-while from the customer's point of view, the bookseller is, in so doing, tending to decrease the number of book-buyers throughout the country.

"Not all our citizens of intelligence and means are, alas, members of the book-buying class, which fluctuates greatly in numbers from time to time. For instance, when a really worth-while book comes out and achieves a great sale and its readers find pleasure, instruction and amusement in reading it, they are very apt to become, for a time, regular book-buyers until further, and in some cases repeated, experience in buying books which are not worth-while, induces them to think that they are not, after all, book readers, and find no pleasure or value in the time spent on reading.

"Mr. Nye, then, in urging the publishers to publish only good books, ought, I think, to have urged upon the booksellers as well to sell only worth-while books, i.e., books that are either interesting, amusing, or that convey useful information."

Mr. Alfred R. McIntyre, of Little, Brown and Company, thinks Mr. Nye is right in saying that too much fiction is published, but reminds us that—

"The condition has existed for a good many years and is not much worse now than it has been at any time during the last five or six years. According to statistics compiled by *The Publishers' Weekly*, 671 novels (not including new editions)—were published in 1919, 778 in 1920, 683 in 1921, 758 in 1922, and 788 in 1923. In my opinion the increase is not due to the desire of publishers to issue novels that don't deserve publication, 'to keep the presses going,' but rather to the entrance into the publishing field of several new houses which are specializing, and with considerable success, in the publication of novels.

"Three thousand, six hundred and seventy-eight new novels in five years is a great many, but the figures don't seem to me surprizingly large when one remembers how many publishers are issuing fiction. On the other hand, it is natural, under existing conditions, that retail booksellers should consider novels three or four weeks old out of date. In most bookstores new fiction is displayed in piles on counters that will accommodate perhaps one hundred titles. Obviously, if new novels are issued at the rate of fourteen per week, unless a novel 'catches on' within six or seven weeks it is dropt off the counter and onto the shelf—and novels that have not 'caught on' can not sell to any extent unless they continue to be displayed.

"Little, Brown and Company realize the booksellers' problem, and have endeavored for years to limit their fiction list. In five years, 1919 to 1923 inclusive, we have issued in all 105 new novels; 33 of these have sold less than five thousand copies in the United States in the year of publication; 72 have sold over five thousand copies and may therefore be regarded as at least reasonably successful, and of these 72, 33 have sold over ten thousand copies. From these figures I think almost any one with a knowledge of the bookselling business would conclude that we have been careful in our selection of novels, and that a very large proportion of those issued by us during this period were titles that the bookseller would find deserved a place on his counters."

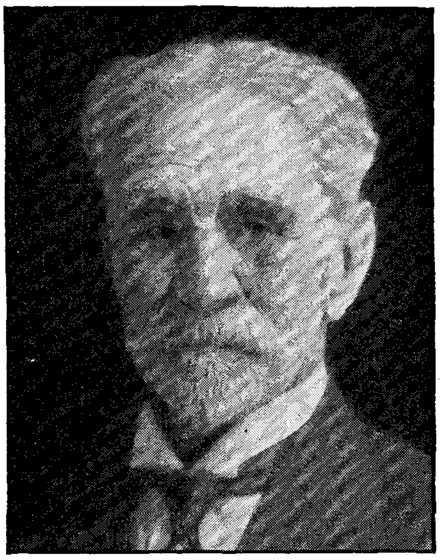
Mr. Horace Liveright, of Boni and Liveright, believes that "in essence Mr. Nye's position is sound," and declares:

"Many, too many books, particularly novels, are being published. When I was a member of The Publishers' Association, and even since then I have talked to some of the leading publishers asking them if they did not think it feasible to enter into some sort of gentlemen's agreement that would not be contrary to law, for the curtailment of novel production. I suggested only last week to the heads of two of the largest publishing firms in America that we all take a three years' average of our issuance of novels and agree that for the following three years we limit our

Champlain Studios, New York

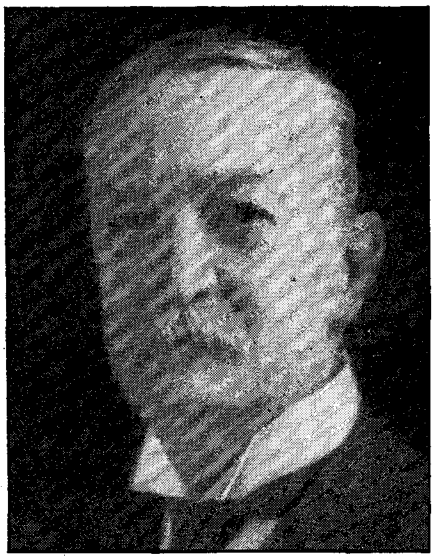
NYE

Simon L. Nye, who started the controversy.



AYE

Henry Holt, who agrees with Mr. Nye.



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NAY

Charles Scribner, who violently disagrees.

> production to 50 per cent. or 60 per cent. The objections to such a course are obviously very wide and certainly not without merit: for example, a possible injustice to new authors, for with the prevailing rather low taste of the great public it is likely that the finer and better books would be limited, rather than the tawdry, sure sellers. My competitors pointed out all of these objections, and said so far as they were concerned, they never published anything except what they considered excellent. Whether they meant excellent from a sales or literary standpoint, I am unable to decide, after carefully examining their lists.
>
> "For my own part, I have promised myself to adopt Mr. Doubleday's fine slogan: Fewer and Better Books. Our lists have been smaller than those of any representative publisher in the country, but I confess that they, too, have been longer than they should be. For the next two years, at least, our issuance of fiction will be even smaller than in the past two or three years."

Nevertheless, there are publishers who think Mr. Nye completely mistaken.

Speaking for Harper and Brothers, Mr. Henry Hoyns says: "We consider Mr. Nye's sentiment so unimportant that we have no desire to make any reply"; and Mr. Charles Scribner writes, "I noticed the remarks of Mr. Nye, but it does not seem to me that they are worth personal attention. They were rather perfunctory and do not express the accurate opinion of booksellers. As a matter of fact, there are few publishers who own any presses to be kept going." Mr. W. Morgan Shuster, of the Century Company, takes much the same attitude, and the situation appears anything but alarming to Harcourt, Brace and Company, whose president, Mr. Alfred Harcourt, remarks:

> "It is my impression that fewer new books of the sort which the average person expects to find in his bookstore are published now than before the war. These titles, which do not include pamphlets, volumes of 'proceedings,' and privately printed books are not such a terrifying number. It is certainly true that books are selling more widely than ever before in this country. Even the 'best-seller' lists reflect this. Fifteen years ago there were 'six best sellers'; now there are at least fifteen best-selling novels and fifteen best-selling non-fiction books listed in the book-trade reports of such matters.
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> "I would guess that Thayer's 'Life and Letters of John Hay,' published before the war, the outstanding biography of its year, and devoted to a man whose career ranged from being Lincoln's private secretary to Roosevelt's Secretary of State, did not sell in the first year one-third as many copies as did 'The Life and Letters of Walter H. Page,' published in 1922 at double the price of the Hay volume. Any publisher can multiply instances to show our rapidly expanding market for outstanding books. And sales of good books persist in America. It is particularly characteristic of the American book-market that large sales come from a sort of percolation as talk spreads the reputation of a particular book from literary center to literary center and from each center out to the territory under its influence. This process takes time, but it does tend, if a book has the breath of life in it, to prolong its discussion and its sale.
>
> "Of course, if all authors were heaven-sent geniuses, or all publishers infallible judges, or all booksellers omniscient buyers, the problem of booksellers confronted with the task of choosing the books to offer their customers would be simple; it would also cease to be fun. The California bookseller who took the time to read part of 'Mind in the Making' when the publisher's salesman showed him proof sheets, who gave a first order which astonished the publisher, and sold well over 1,000 copies to his personal trade, used his judgment, made some money, pleased his customers and enjoys his business."

Mr. George Palmer Putnam "does not believe that a single publisher takes on any book to "keep presses going," for "one has to pay to 'keep presses going,' and only books which the public wants and will buy can meet those press bills." Mr. Putnam goes on to say:

> "Of course the statement that 'the publisher aims to see how many, not how many worthy, books he can publish in a given period' is absurd. I really don't believe that the speaker intended that to be taken literally. Likely enough, too many books are being published to-day, but who is to decide what is the ideal number? Our own publishing house has issued about ten per cent. fewer titles in the past fiscal year than in previous years, and for the last half dozen years has averaged about the same quantity of new titles.
>
> "Ourselves, nothing would make us happier than 'fewer and better books.' But every week a new problem arises—something by a new and unknown author turns up. It has promise, not only in itself but in the potentialities of what the author will write next. Naturally we are keen, for selfish reasons if no other, to start that author.
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> "The safety-valve of sales pretty inevitably regulates the publisher's enthusiasm in taking on new authors. If a workable ratio of sales success isn't maintained, naturally the publisher goes bankrupt. . . . And that, at least, removes one menace, for by his demise the flood of bookmaking is that much reduced!"

Mr. R. N. Linscott, of the Houghton Mifflin Company, writes:

> "In our own case, so far from publishing in order to keep the presses going, we are continually turning away meritorious material because we have reached the limit of our present production facilities. What manuscripts we do select for publishing are chosen solely on their merits and because they seem to us to meet the needs of the reading public.
>
> "Furthermore, it should not be forgotten that the publisher has an obligation to the author as well as to the bookseller and book-buyer. A man or woman who has spent, perhaps, years in writing a book would have a legitimate grievance if publication were refused solely on the ground that the initial sale would be

inconsiderable. Indeed, if this were made the only criterion a rather large proportion of literary masterpieces would never have seen the light of day.

"Our own feeling is that fundamentally this is a matter to be taken care of by the law of supply and demand. An over-production of books, as of any other commodity, is, in the long run, as fatal to the producer as to the distributor. But it must be borne in mind that reading tastes can not and should not be standardized, and it is the duty of the publisher to satisfy every legitimate demand of the book-buying public."

Meanwhile, the press discusses the situation with lively interest. "Nothing could be more appalling than the seasonal appearance of flap-jack novels," observes the New York *Evening World*, which calls them "silly in conception and infinitely worse in the slovenliness of their execution," adding: "The result is disastrous to both the literary artist and the public taste, not to mention the self-respect of critics. Two-thirds of the novels offered the public every spring and autumn would have been unacceptable to the old *Fireside Companion* of other days." However, the age, and not the publisher, is principally to blame, thinks the New York *Herald Tribune*, which tells us:

"The age has made the disastrous discovery that it can think upon the typewriter, and it has proceeded to do so with the methodical and irresistible mass movement of a tidal wave.

"It is the age, as the newsstands so constantly remind us, of periodical literature, and it appears to be both weak on literature and almost unacquainted with the period. It never comes to a full stop, and the leaves flutter down and disappear more completely than Villon's snows. The public is loath to read anything written more than six months ago, unless it has been reissued with last week's imprint, and to the distress of the bookselling industry it also hesitates to invest in currency which is subject to so violent a depreciation.

"It is the fault, of course, of that startling acceleration in the progress of civilization which finds itself out of date about once every year. It was the scientists who first got us into the habit of demanding a current date on the fly-leaf by so frequently demonstrating that anything without it was a howling anachronism. And it was the novelists who confirmed us in it by discovering that it was humanly possible to write a new book in time to catch every other publishing season."

An interesting suggestion put forth in the Detroit *Free Press* favors treating the ephemeral novel as perhaps it deserves:

"If three months is, as Mr. Nye says, the life of most American novels, they last hardly longer than the magazines, and might very well appear in the inexpensive form adopted by magazine publishers. This is commonly done in Europe. Why not in America!"

Even if it is true that too many books are being published, the situation is not altogether alarming, thinks the Brooklyn *Eagle*, which finds that "Mr. Nye's real quarrel is with the public taste, which is always being deplored by critics. But he should know that the potboilers he condemns keep publishers going and enable them to bring out the books more worth while, for which they can expect little or no profit."

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**THE ARTIST OF THE COVER**—Mathias Sandor, an example of whose work appears on the cover of THE LITERARY DIGEST this week, was born in Hungary on July 10, 1857, and educated in the high school in Hungary. According to his account of himself in "Who's Who," he studied art at the Art Students' League of New York in 1885–86 and then went to Paris where he studied at the Académie Julien under François Flameng and Gabriel Ferrier in 1889–90. In 1881 Sandor began to make designs for commercial purposes and painted portraits. Now he is noted for his portraits, miniatures and landscape paintings. He was a member of the Artist Fund Society, American Federation of Arts, and had exhibits in all important exhibitions. Up to the time of his death in 1921 he was a member of the Salmagundi Club of New York City. Sandor never married.

## DRAMA IN ENGLISH FOR THE FRENCH

TO THEIR ASTONISHMENT, Frenchmen learn that, in Paris itself, there has been opened a theater where nobody tips the usher and where each spectator receives a numbered ticket. Obviously it is not a French theater, and on investigation it turns out to be the Anglo-American establishment founded by Thomas Van Dycke for his Dramahouse Players, who, as he tells Jacques Calmy, dramatic critic of *Les Nouvelles Littéraires* (Paris), will "acquaint first the Parisians and then the Anglo-American colony with the best productions of the stage in England and America." He adds: "Instead of 'murdering' those productions by presenting them in imperfect translation, we shall present them in the original and with the best possible talent." Another critic, Paul Nivoix of *Comoedia*, (Paris) interviewed Mr. Van Dycke just before the opening of his theater, and reports him as saying:

"I have been in Paris two years. I am always interested in theatrical affairs, and I have a firm conviction that art and literature are the best means of establishing ties of friendship between nations. I was surprized to find that Paris had not a single theater where foreign plays were performed in their original language, whereas in New York we have Jewish, Polish, Spanish, Italian and Greek theaters. As matters now stand, English and American dramatists are not known here. You will reply that recently a play of O'Neill's, faultlessly adapted by M. Bourgeois, was performed at the Odéon. But it was not a representative O'Neill play.

"With the exception of O'Neill, very few of our dramatists are familiar to you. And yet we have young men of great talent—such men, for example, as Emery, Richman, and Philip Barry. They are going to be made known to you. We shall also present comedies by A. A. Milne, and by the English dramatists, Galsworthy, Sutton Vane, and finally Bernard Shaw, whose 'Pygmalion' we mean to give."

Here the interviewer objected, "But 'Pygmalion' has been played at the Théâtre des Arts," and Mr. Van Dycke replied:

"Yes, but not in English. It is very difficult to adapt his works. In translation they lose all their flavor. So we shall take up 'Pygmalion' again and also present his 'Candida.'

"I am just back from England, where I have secured rights in several excellent plays. We shall open with A. A. Milne's 'Dover Road.' Then will come Galsworthy's 'Skin Game,' to be followed by Sutton Vane's 'Outward Bound,' Clemence Dane's 'Bill of Divorcement,' Philip Barry's 'You and I,' Alfred Sutro's 'Laughing Lady,' J. Hastings Turner's 'Lilies of the Field,' Dorothy Brandon's 'Outsider,' Sapper's 'Bulldog Drummond,' and plays by O'Neill, Shaw, Maugham, Richmond and Emery.

"While it is true that our authors are unknown to you, it is also true that yours are unknown to us. Aside from the plays of De Flers, De Caillavet, and De Curel, French dramatic literature escapes us entirely. Even in Paris, a great part of the English and American colony has little knowledge of French, so goes to the music-halls. To its genuine regret, it can make nothing of a French comedy. To remedy all this, we propose to give in translation the plays of your best men, particularly those by young writers. M. Jacques Calmy has made a translation of Jean Sarment's 'La Couronne de Carton' which will be given by the Dramahouse Players."

To carry out this program successfully will be difficult, Mr. Van Dycke realizes, and he continues:

"I shall rely upon the assistance of Mr. Charles W. Miller and Mr. Komisarzevsky. Mr. Miller, who has worked for the Paramount Films in the studios on the Pacific coast, will have charge of the scenery, and he will introduce some altogether new methods of lighting. Mr. Komisarzevsky will direct. His productions in New York were a great artistic success.

"Among the American actors we have engaged, I can name Louise Hamilton, who has appeared in plays by O'Neill, in 'Milestones' and in 'Beyond the Horizon'; Florence Wood, who has acted with James K. Hackett; J. Alfred Fowler, William Williams, and Murray Goodwin, Nat Goodwin's nephew, who is well known in the movies. Among our English players are Alice Crawford Williams, Francis Chamier, his sister Violetta, and Philip Godfrey. We shall have a change of bill every month."

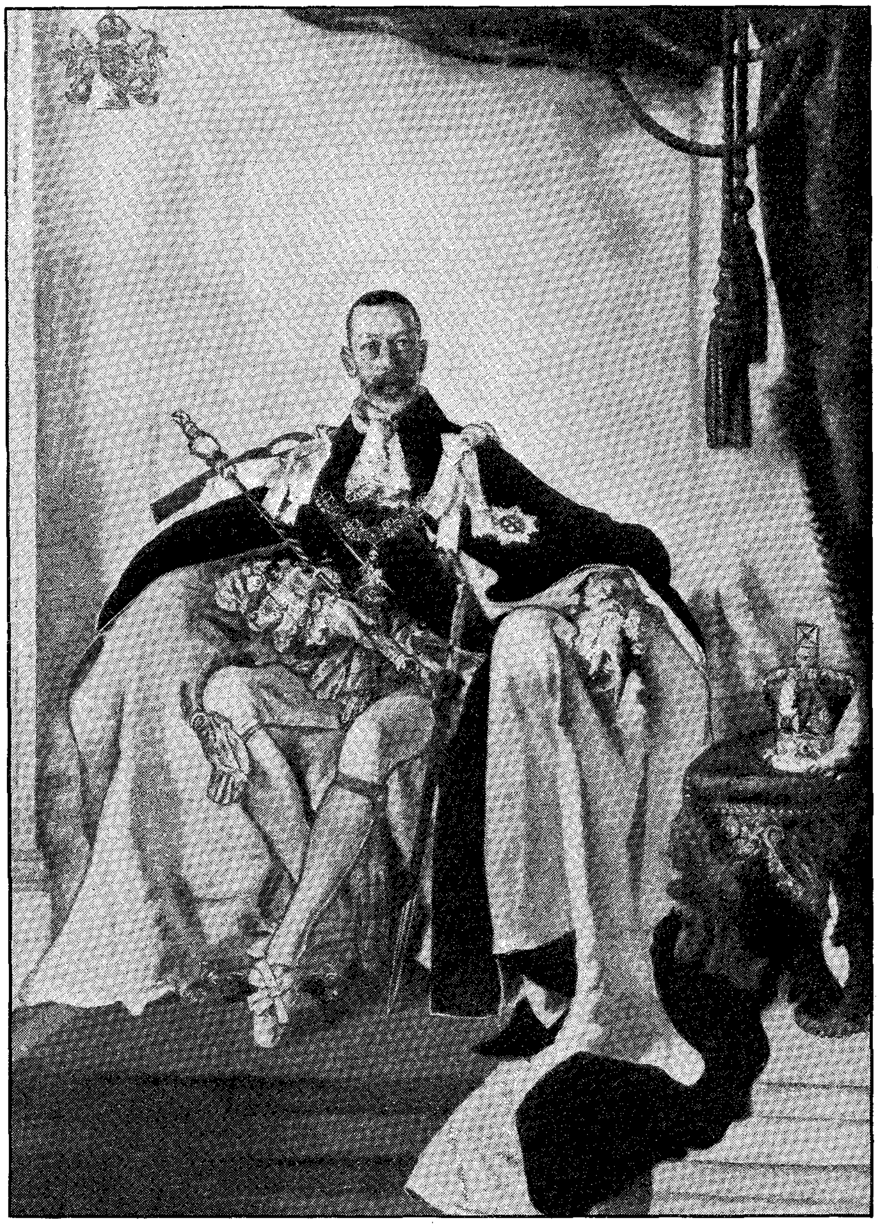
## A ROYAL PORTRAIT STARTS A BATTLE ROYAL

HIS MAJESTY'S LEGS in Charles Sims's new portrait of King George are not His Majesty's legs, but those of a student, and His Majesty never sat for the portrait, we are told by London correspondents, who report that the picture, now on exhibition at the Royal Academy, is being denounced as "a merciless, tasteless caricature." One critic says, "It neither flatters nor resembles the King." Another objects, "In his desire to be human, Sims has been unkind." Still another carps, "The lower limbs in their white silk casings seem composed of such stuff as dreams are made of." A fourth complains, "It fails to recognize the attractive personality of His Majesty. The expression of the eyes is that of a shortsighted man who has mislaid his glasses. The features are pale and undistinguished, and the impressional is that of weariness and dejection." Additional critics declare that "the legs are not to be taken seriously," that "the picture is not distinguished in design," that "the King seems to be almost overwhelmed by his mantle," that "he seems to end at his chest and begin again at the knees," and that "he is looking extremely uncomfortable, wearing an expression which none of us has ever, thank God, seen him wear in real life." On the other hand, the portrait has its admirers. They protest that "the eminent artist has carried out his grateful task with brilliant success," giving us "the most human royal portrait within living memory," and a "splendid and dignified representation of King George as he is." Then, as the Philadelphia *Public Ledger's* correspondent tells us in a wireless dispatch, having read the diverse opinions of his work by critics in the newspapers here, Sims, offered an opportunity to reply, said:

> "Art has no relation to criticism in this case. I am perfectly satisfied with my portrait of His Majesty. It has been said that I was given only two or three sittings by the King and that I only made sketches from which to make the complete portrait. That is true to a certain extent. But as far as the King's features and expression are concerned, I would not have asked for further sittings.
>
> "The legs and Garter robes were painted from the figure of an Academy student, who sat for me wearing them.
>
> "I have painted the King as a human personality, not as a legendary, flamboyant monarch—a manner in which sovereigns are too often portrayed."

The *Ledger's* correspondent "hesitates to tell the exact truth about this picture," feeling that the matter is one "over which English opinion must be the arbiter," but a dispatch to the New York *Times* is somewhat more outspoken. As we are informed, the portrait of the King—

> "represents him in his full royal robes, with the crown beside him, and is evidently intended to take its place in the long line of State portraits.
>
> "Yet it is singularly unlike the conventional pictures of this sort. They generally insist on the brilliantly colored robes and blazing jewel of royalty. This portrait seems deliberately to belittle them. The King wears his robes; but they are thrown back to reveal white satin and linen, and the general whiteness of the picture is emphasized by the light background, tinted with pinks, greens and other delicate shades, and by one white-stockinged leg thrust far forward."



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"SPLENDID AND DIGNIFIED," OR "A TASTELESS CARICATURE"?

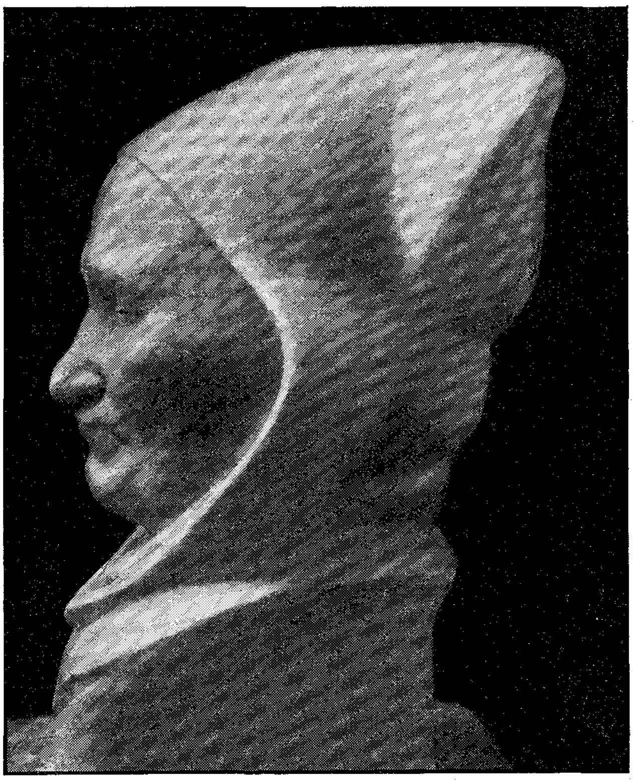
King George V as portrayed by Sims, in the Royal Academy's "most discust picture."

While it must annoy a king to see himself immortalized in a portrait for which he never sat and endowed with legs that were never his, we learn that a minor celebrity, the French naturalist, Lamarck, suffered a worse indignity. Not only did Lamarck never pose for a certain well-known statue of him, but it turns out that a blundering sculptor stupidly modeled it from the portrait of another Lamarck. As a cable from Paris to the New York *Times* informs us,

> "Visitors to the Paris Jardin des Plantes of the Natural History Museum are familiar with the fine statue of Lamarck, originator of the transmutation theory, standing at the entrance of the gardens. The inscription engraved on the base of the statue gives the dates of his birth and death.
>
> "It is now learned that the historian M. de Mortillet has offered proof in a paper read at the Anthropological Society that while the statue may be that of Lamarck, its head is not that of the famous scientist but of General Lamarck, a contemporary of the naturalist. M. de Mortillet produced a number of engravings and drawings to support his theory, which the assembly finally accepted."

## HOW MISS SHONNARD DISCOVERED MISS SHONNARD

ENTIRELY WITHOUT TRAINING as a sculptress, Eugenie Shonnard, a young designer of book-covers, experimented with modeling-wax one day and had suddenly a new profession on her hands, we read. Success came at once. Rodin greatly admired her work. In France, she was admitted to membership in the Société Nationale, and in America she has won high awards. Writing in a French newspaper, Charles Chassé says of Miss Shonnard, "The general public should know her better. Daughter of an American woman who was born in Paris and has returned thither, she is truly a Franco-American. For that reason, if for no other, she should have the esteem of our readers." He then tells us:



"OLD GRANDMOTHER OF PLOUMANACH"
In Britanny, where such types as this abound, Miss Shonnard finds her favorite models.

"What will double that esteem is the fact that she is an extraordinarily interesting example of the type of artist whose gift declares itself abruptly and never fails to fulfil its declaration thereafter. Except for a few weeks in Bourdelle's atelier, Miss Shonnard has never yet studied sculpture, she has simply let her innate gift develop. But observe. While in New York she studied applied design under Alphonse Mucha — her magnificent bust of Mucha, modeled later on, was exhibited at the Brooklyn Museum and the Art Institute of Chicago. With unflagging perseverance she made floral designs on book-covers. But one day she saw a friend of hers with one hand full of modeling-wax. 'What's that?' she asked. Her friend answered, 'Modeling-wax,' and showed her how it was used.

"To Miss Shonnard this was a revelation. She resolved to devote herself wholly to sculpture. Soon she was modeling exquisite profiles in low-relief, greatly to Mucha's astonishment. But her apprenticeship in decorative art left its impress upon her—to good effect. She had learned to see things whole and to simplify their forms. To-day this is just one of the principal charms of her work in sculpture.

"Among her first successes was a bust of Mr. Bigelow, once Ambassador to France. Then she did a series of animals, and birds, beginning with a marabout, which she exhibited in New York at the National Academy of Design. In 1915, she modeled a gorilla for the New York Zoological Society, and in 1919 her creation, 'His Majesty the Heron,' won second prize at Hartsdale.

"The human models that appeal to her are those representing primitive types. In 1920 she produced a fine statue of Dr. Eastman, the Indian. Three summers ago she discovered the Bretons and her studio is full of Breton statues and statuettes.

"Being a Breton myself, I was prejudiced against an American's attempting to portray a national type so frequently misrepresented by strolling artists. But her old 'Grandmother of Ploumanach' is so true to life that I can only echo the words of Madame Ciolkowska, who writes in the New York *Herald*, 'If Miss Shonnard keeps on, she will do in sculpture what Cottet, Lemordant, and Mathurin Méheut have done in painting.'"

The New York *Herald* here quoted is, of course, the Paris edition, and its account of Miss Shonnard emphasizes especially her interest in the Bretons:

"From the outset of her career Miss Shonnard has been interested in the portrayal of racial features. To this enthusiasm regarding type, she adds an insight into the psychology of costume, that is to say, the influence of the mind on dress and its ricochet upon attitude, gesture and expression. This was very apparent in the significant little figures of Breton peasants she did last year, but has found its fullest expression in the coiffed head of an old lady of Ploumanach, whose calm, proud dignity recalls Roger Van der Weyden's masterpiece at the Berlin Kaiser Friedrich Museum."

After comparing her works with those of Cottet, Lemordant, and Méheut, *The Herald* remarks:

"To artists such as these type and costume are not quaint freaks for the entertainment of patrons of musical comedy. They have been sensitive to their deeper significance, and posterity will recognize in their work an historical import which can only enhance a work of art if it fulfils that ideal primarily."

As *The Herald* goes on to say:

"This earnestness of outlook is no hindrance to a play of humor in Eugenie Shonnard's work. When interpreting a solemn people she is solemn, but where there is a hint of the comic she is quick to seize it, as in her delineations of birds, storks, herons, and other quaint creatures. One has already been claimed for the Metropolitan Museum, New York. Another was seen at the Salon d'Antonine, while her studio in the Rue Notre-Dame-des-Champs gives shelter to other beasts, notably a cat."

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**FOR A NATIONAL ART GALLERY**—Sponging on the Smithsonian for its all-too-cramped quarters, our National Gallery of Art in Washington is able to display only a part of the treasures in its possession, we read, and Senator Lodge asks Congress to appropriate $2,500,000 for a suitable building. According to the Washington *Evening Star*, the prospect for early legislation to that effect is excellent:

"Various other Senators and a number of Representatives have said that a building for the art collection should be constructed. Many important associations have indorsed the proposal, plans are in preparation, and a site has been chosen.

"The art collection is increasing and public interest in it is growing. The whole collection is not on exhibition because there is no place for it, and much of it is in storage. Through the munificence of the donor of the Freer collection that part of the National Gallery is housed in a fine building.

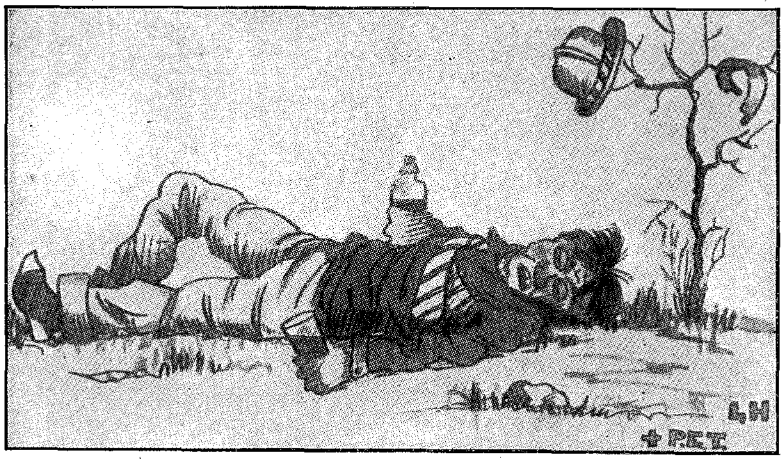
"The secretary of the Smithsonian has said that housing facilities for the National Gallery are not only most inadequate, but that the size and growth of the collection interfere with the chief purposes of the Smithsonian, in that the space taken by the art collection is needed for other things. Recently Congress authorized a new assistant secretary of the Smithsonian Institution, and in urging this action by Congress Dr. Walcott laid emphasis on the growth of the National Art Gallery and said that its administration would be one of the principal duties of the new official.

"A large number of good Americans are supporting the proposal to treat the National Art Gallery as it should be treated, and it seems probable that a fine new building will soon stand on the north side of the Mall east of the new National Museum building."

# RELIGION-AND-SOCIAL-SERVICE

## PROHIBITION REPORTED WINNING IN THE COLLEGES

KEGS AND BOTTLES will be fewer at the Princeton reunion this month if the returning alumni heed the request of the special committee of the Graduate Council, which represents a membership of 13,000, drawn from every class from 1890 to 1924. The committee recently decided that "for the best interests of Princeton," it would be advisable to place a voluntary ban on liquor, and the cooperation of every alumnus to this effect has been asked. In taking this action the committee is said to be guided by "respect for a law and not belief in Prohibition." In the past, we are told, the flowing bowl was a feature, and no class reunion was complete without it. The merits of the Volstead Law and the Eighteenth Amendment are not involved, recites the letter to the alumni, as it is quoted in press reports. "In fact, we would not hesitate to say that a majority of those who have attended the various meetings are opposed to the Volstead Law and many to the Constitutional Amendment." The action does not bind the individual, but "binds the classes not to encourage these parties," which "are not confined to Princeton."


SENIOR SPREAD

—From *The Harvard Lampoon.*

In line with this Princeton movement we find in *The Christian Science Monitor* a survey of all the colleges showing that drinking is greatly on the decrease, that it is becoming less fashionable to tote a flask on the hip. From faculty and student spokesmen of 224 colleges, with but few exceptions, reports reach the *Monitor* to "confirm the conclusion that Prohibition is working, and that student opinion supports the Eighteenth Amendment and its enforcement." In States which were dry before the enactment of the Eighteenth Amendment, we are told, many colleges report that drinking is not a problem, as the students had been trained for a generation to believe in Prohibition. It means something, thinks the *Monitor*, that only four out of 224 colleges report increased drinking. "It is significant, further, that at the institution where this report of increased drinking was most definite, the dean admits, after declaring that conditions have been made worse by Prohibition, 'the general student attitude toward Prohibition reflects the attitude of the fathers and old friends of the young men who are inclined to be quite contemptuous of any attempt to enforce the law.'" In other sections, too, the responsibility for the difficulties of Prohibition are placed on the older generation. Despite these invitations by persons in high places to violate the law, says the *Monitor*, Prohibition has, the survey proves, manifested itself in the colleges. To quote:

"In no section of the United States is there significant divergence from the conclusion expresst both by deans and student leaders, that there is less drinking now than in pre-Prohibition days. The dean of a New Hampshire college writes: 'There is not nearly so much drinking in college to-day as there was before the Prohibition Act.' From a New England State university comes the report that 'conditions are infinitely superior to what we had under high license.' The dean of one of the most renowned of Massachusetts colleges reports 'conditions much improved.'

"Of the six New England States, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut, only one college reported more drinking since Prohibition, ten reported less drinking, and six that liquor has never been a campus problem.

"Even in New York, university conditions are not all similar to some of those in the vicinity of New York City. Statistics from the Eastern States of New York, Pennsylvania, New Jersey, Delaware and Maryland, show 26 institutions which report less drinking since Prohibition, and only two an increase.

"The Vice-Chancellor of one of the largest universities in the State of New York writes: 'There is no doubt that there is much less drinking among the university students at the present time than there was ten or fifteen years ago.' The schools of New Jersey, in like manner, reverse the pronouncements of some of the State's so-called spokesmen. At the most famous university in the State, the dean declares: 'It is my confident opinion that since the adoption of Prohibition legislation, the amount of drinking in the university has been decreasing.'

"Similar testimony is presented from every section of Pennsylvania. The dean of one college writes: 'I have not the slightest doubt that Prohibition has greatly reduced in our college community the amount of drinking.' The dean of the men in one of the State institutions declares: 'We are having less trouble with drinking now than formerly.' Two universities and many smaller institutions of the South give similar statements."

In the Middle West the evidence is even more striking, according to the president of the Student Senate of the largest Wisconsin university, who adds that student agitation has "materially lessened" student drinking. A State university dean writes, we are further told: "I am sure that there is less drinking on our campus than there was six years ago." Drinking, says the president of a large Iowa college, "has practically been eliminated among our men." Similarly, the dean of a great Indiana university declares that "practically, the drinking problem no longer exists at the university," and another State university dean insists that "the effect of Prohibition on the students has been materially to reduce the amount of drinking generally." We are told further:

"Middle Western statistics indicate that in the States of Iowa, Missouri, Illinois, Wisconsin, Minnesota, Michigan, Ohio and Indiana only one college reports an increase in drinking, while thirty-seven report a decrease, and thirty-seven others assert that they have never had the drink problem on the campus.

"In the Western States of Montana, Wyoming, North Dakota, Colorado, South Dakota, Nebraska, and Kansas, not a single institution reports an increase of drinking, while nine report a decrease, and twelve that there has never been a problem. In the Pacific States of Washington, Oregon, California, Idaho, Utah, Nevada, Arizona, and New Mexico, there are no institutions which report an increase of drinking, twelve report a decrease, with ten asserting that the liquor problem has never affected the campus.

"In Virginia, West Virginia, North Carolina, South Carolina, Florida, and Georgia, seventeen colleges report a decrease in drinking, one reports an increase and eight that there has been no drink problem on their campuses. Middle Southern States, Alabama, Louisiana, Tennessee, Mississippi, Kentucky, Texas, Oklahoma and Arkansas, give the same evidence. No college reports increased drinking, while twelve report a decrease and nine that there has been no problem.

"The Pacific States report better law observance in twelve colleges, worse in two, while eight declare the problem has never existed. In the Western group of States, six report an improved attitude on law observance, one a worse attitude, and fourteen reported no problem. Middle Western colleges showed thirty-five with better law observance since Prohibition, three with worse, and in thirty-seven schools there had been no problem.

"Nineteen New England colleges report improved law observance, two a worse attitude, and nine were free from the problem. In all the South only two colleges report a worse attitude in regard to law observance since Prohibition, while twenty-five reported better conditions, and nineteen had had no problem."

Student opinion itself, we are told, is insisting that a way be found to make the Prohibition laws more effective. A striking illustration comes from the president of the Student Senate in "the largest Wisconsin university," who writes that the Self-governing Association, the governing body of the girls, called a mass meeting to protest against the flagrant violation of the Eighteenth Amendment usual at the "homecoming." The Student Senate, the governing body of the men, "has repeatedly declared itself against student drinking, and its members are pledged to bring to light any offenses." Again, says the *Monitor:*

"The president of the Associated Students of a State university in the Pacific Northwest declares that 'the overwhelming majority of the students, too, believe in the enforcement of Prohibition, doubly so, as I have intimated, since it is provided for by our Constitution.' A straw vote in one of the largest universities in the Middle West 'showed that the majority of the students voting were in favor of the enforcement of the law as it now stands. The number holding this view only slightly exceeded the number favoring light wines and beer, but was nearly three times the number who voted for a repeal of the Prohibition law.'

"The president of the Associated Students of a State university declares that 'at a recent conference with students the opinion prevailed that probably not to exceed 5 per cent. of any group of students could be listed as those willing to participate in violation of statutes. This on a basis of 9,000 would be 450. When confronted with the number they all agreed that it was too high, but that the minority of students who violated the law were quite apt to be vocal and noisy and made an impression quite beyond their importance. . . . I doubt myself whether 2 per cent. of our student body would be guilty within a year of two public offenses in violation of the Eighteenth Amendment.'"

## A WOMAN THIEF WHO "CAME BACK"

A PICKPOCKET AT SIX and a mistress of thievery at ten, Sophie Lyons Burke, "Queen of the Crooks," lived long enough to denounce and disprove the saying, "once a thief always a thief." Born to the purple in the realm of crime, for her father and grandfather were criminals of renown before she dimmed their records with her own exploits, Sophie died in the odor of sanctity, bequeathing most of the fortune she had honestly amassed to charity. The late William S. Devery, Chief of the New York Police Department, had said that she would never reform. But she did mend her ways, and that to such good purpose that the late William A. Pinkerton is quoted as having said, "I believe the good she has done since she reformed outweighs her former crimes." An epic among police narratives, the story of her fall and rise adorns many a Sunday supplement and gives rise to many an editorial homily.

Photograph by Underwood & Underwood

ONCE "QUEEN OF THE CROOKS"

But Sophie Lyons reformed, and "went straight" for forty years, thus disproving, she said, the saying, "once a thief always a thief."

In some respects the careers of Celia Cooney, Brooklyn's bobbed-hair bandit who is now expiating the sins of her fathers in a New York prison, and Sophie Lyons, as she was better known, are parallel. Both were born and raised in poverty in New York, both were forced to steal as soon as they were high enough to reach a pocket, both were adepts in choosing their victims before they could read their letters. But whereas Celia Cooney's operations were confined to Brooklyn, Sophie Lyons was known and hunted in every capital in Europe as well as in her own country, and was described by Lombroso as a woman of a "very superior intelligence." Born on December 24, 1848, in the tenement district of the lower East Side of New York, she may be said, writes a special correspondent of the St. Louis *Post-Dispatch,* to have imbibed the instinct for robbery at her mother's breast. For,

"Loosed on the streets as a child to prey on the pockets and handbags of the unwary, she told in later years of having been struck and vituperated if she failed to turn in to her mother at least three stolen purses a day.

"When twelve years of age, she made her début in patrician circles under the chaperonage of 'Mother' Mandelbaum, a notorious 'fence' for high-class thieves, and so found her way into the inner circle of the boldest and most expert criminals in the world. During this year also Sophie experienced the first of her innumerable arrests, on a charge of shoplifting.

"Her first husband—for the stirrings of respectability led Sophie to marry her men whenever practicable—was 'Manny' Harris, a pickpocket. She left him after the honeymoon. It is not known whether she divorced him or whether he died, but when she was sixteen she became the wife of 'Ned' Lyons, a celebrated bank robber, who was considered one of the best 'catches' of the criminal aristocracy. During the Civil War period he had been perhaps the greatest bounty jumper of them all. He boasted of having enlisted at nearly every recruiting station in the North, afterward disappearing with the bounty paid. He arrived in New York with loot worth $150,000.

"Through 'Mother' Mandelbaum he met Sophie Harris, or

Elkins, as she also called herself. She was then a slender, bright-eyed slip of a girl, and among other attractions could boast that her father was eminent as a burglar, and that her mother was at the moment serving a term in Sing Sing. Lyons capitulated to so many charms, and celebrated his honeymoon by achieving a desperate robbery."

He robbed a bank, and bought a home on Long Island, with the intention of retiring. But Sophie had gone too far and fast to stop so easily, and she continued in the way of her kind. Lyons went to prison, and Sophie followed him a little later. They escaped, but Lyons was caught again, and, after many vicissitudes, died. Sophie found another partner in crime, and pursued her way, shoplifting, blackmailing, robbing banks and arranging get-rich-quick schemes which netted experience for her victims and money for herself. Many of her exploits were "pulled" in Europe, where she was so expert that once when she was arrested the American Ambassador came to her rescue and the Paris police apologized for her arrest. Later she took to smuggling, and it is said that she invented the false bottom for trunks and the hollow shoe-heel in which to transport smuggled jewelry. Her crimes were many and varied, daring and ingenious. But always, we are told, there were the pin-pricks making her conscience sore. Finally they became so potent that, at the age of thirty-six, the "Queen of Crooks" turned her back on the underworld forever, and for forty years lived an irreproachable life. On May 8 she died in Detroit, remembered for her good deeds as once she was remembered only for her crimes.

It was at the height of her career that her better nature asserted itself. Continues the *Post-Dispatch* correspondent:

"There had been signs of its influence before, such as her preference for matrimony and her life-long principle of never betraying a pal. A strange symptom was in her treatment of her children. The two elder sons were reared as thieves; but two later sons were trained to be honest men. And all of her daughters were bred in convents; and one of them is said to be a well-known opera singer in Europe.

"Returning to America, she married her fourth and last husband, William Burke, a handsome young confidence man and diamond thief, known as 'Billy the Kid.' She proceeded to reform him as well as herself. They settled in Detroit. What had become of the large sums of money she had obtained is not known, tho she once remarked that the expenses of her children had been enormous.

"In an interview published in *The Success Magazine* she told of tramping the streets of Detroit and being refused one job after another. Finally she got work in a real estate office at $10 a week. Turning the gifts of energy and resourcefulness that were hers by nature to legitimate business, she was in three years earning $300 a week. Then she went into business for herself, and won her fortune in real-estate operations, which she conducted inconspicuously. No one who came in contact with her suspected who she was. All who dealt with her testify to her rigid honesty and fairness and, as the owner of rented houses, she was always kind and considerate of her tenants. She led a hum-drum money-making existence, her only deviation from this being to make quiet adventures into philanthropy. Her hobby was to help the wives, widows and children of prisoners."

Her will, we are told, asks the blessing of God upon its contents, expresses the hope that all her sins have been forgiven, and bestows most of her fortune on charity. Provision is made for a Sophie Lyons Memorial Home for children from two to four years of age, one or both of whose parents are prison inmates, for a grand piano for the Detroit house of correction, for copies of certain magazines to be sent to several prisons, and for various other persons and organizations which had appealed to her. "She certainly has a unique place in sociology," comments the Philadelphia *Record*. The lesson of her life, showing that crime is always unremunerative, says the St. Louis *Globe-Democrat*, "ought to have a powerful practical influence for the abandonment of criminal habits, and still in too many cases lessons of a more personal nature and also the appeal of sentiment and moral principle seem to be needed to set erring feet on the right way."

## NEEDED—GOOD PARENTS

"GOOD PARENTS ARE A NECESSITY if the child is to grow up into a good citizen," writes a thirteen-year-old girl who evidently finds no difficulty in obeying the injunction, "Honor Thy Father and Thy Mother." Constance Ryan, winner of a prize of $25 for the best essay on the Biblical text, goes on to say that parents "have had the experience which we must get, and, owing to this, they can make wise decisions when we most need them, and by which we may benefit as long as we live. Make life easier for them and make them as happy as they make us: the true friends, whose love is life enduring—mother and father." Ruth Herold, another thirteen-year-old schoolgirl, and also a prize-winner in the same contest, evidently had made some investigation before preparing her composition, for, she writes, "in investigating the prisons and looking over the records of the prisoners, it is found that most of the criminals of to-day were unfortunate in having lost their parents or in having been allowed to treat them disrespectfully." The compositions were read at a Parents' Day celebration in Central Park, New York City, arranged by "Uncle Robert" Spero, a well-known philanthropist who devotes much of his time to work among unfortunate children and to inculcating among all children a sense of filial obligation. The occasion, the first of its kind, was noticed in all the metropolitan newspapers and supported and encouraged by the public-school authorities. In a radio message broadcast before the park meeting, and published in several papers, Associate Superintendent of Schools Edward W. Stitt offered parents these suggestions:

"1. Set proper standards for your children to follow.

"2. Be friends with your children, walk and play with them occasionally. We must not live above our children but with them.

"3. Do not scold too much. Encourage them to do their best. Let us remember what Phillips Brooks said: 'Children are white, spotted black; not black, spotted white.'

"4. See that they select proper friends and associates.

"5. Make 'home' as comfortable and happy as your means permit.

"6. Give your children at least a high-school education.

"7. Train them in the habit of regular attendance at church and Sunday school.

"8. See that they avoid all games of chance. A gambler never can be a success in life.

"9. See that your children take plenty of physical training in the open air. It is better exercise to walk than to ride in a 'limousine.'

"10. Let your children feel that any honor which they win in school, or any act of courage, or unselfishness they may perform, will bring great happiness to father and mother and put the family name on a higher plane of honor. Do not forget that the future of America depends upon how your boys and girls are trained to-day, not on how you were trained when you were children.

"Let us hope that the proper celebration of 'Parents' Day' may lead to better homes, more regular attendance at religious services, and a finer type of citizenship, all of which will combine to make our nation the best in the world. Let us all work to make our United States a Republic of Homes."

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**THEOLOGIES MAY PASS; RELIGION NEVER**—Religion is in danger of dying, say a professor of philosophy and an Episcopalian rector, fearing its destruction in a conflict of theologies. But they betray their own lack of faith in the religion they profess to teach, argues the Chicago *Evening Post*. If Christian doctrine is truth, it must survive all disagreements over its interpretation:

"There has always been religion; savages have it; our American Indians believed in and worshiped the Great Spirit; they believed in the happy hunting-grounds of another life. The young men and women of to-day are intelligent beings, and are likely to make their way safely between conflicting theologies, but they will not be without religion. Religion is not controlled by dogma."

# CURRENT • POETRY

*Unsolicited contributions to this department cannot be returned.*

STORIES in rime have sometimes an emotional appeal unsurpassed by that of the novel or the play, and we find in *The Irish Statesman* a touching poem:

## THE BREAKING POINT

By W. M. Letts

Often at night I've passed her in the street,
Poor stunted Ellen in the beaded cape
That once was velvet; rusty draggled crape
Around the hat that crowned her grizzled head
And broken widespread boots upon her feet;
But "that's the lovely night!" was all she said.
Although the north wind brought the stinging rain
If she was chilled and sad she made no sign,
For if you asked her of her health—"I'm fine,
Now glory be to God! I can't complain."

They say her man is just a porter shark,
Who drinks the money if it comes his way.
You'll see him propping walls up every day,
Or with drink taken reeling home at night,
For many times I've passed him in the dark
And pitied her, poor woman, for her plight.
All day she must contend with work to earn
The scanty wage that goes to pay the rent
And feed the children, yet no discontent
Shadows the face her neighbours see return.

We thought she would lose heart when Josie left
And joined the army, leaving her for good,
Her eldest boy and best. But "now his food
Will never fail, he'll grow a man," said she,
And waved farewell, though with a heart bereft
She went to work each morning steadfastly.
The younger lads were idle, for a strike
Had stopped the work they'd sought so long in
vain.
"No matter, so," said she, "they'll work again.
The Ganger sure can seldom get their like."

When 'Stasia died, the youngest of them all,
She set her face and had no tears to shed.
"Maybe the child is lucky being dead,"
She muttered and went out to seek the price
Of coffin, grave and decent funeral.
She had to beg, her pride made sacrifice.
Sickness, it seemed, was ever at her door.
But she had never time to heed her health.
"Let them go sick," she said, "that have the
wealth,
The like o' that comes hard upon the poor."

So on a sea of sorrow did she toss
Like some forlorn and shabby little boat
Storm beaten, drenched with spray, yet still afloat
Until the day when Fortune for surprise
Gave gold for cargo where there had been dross.
Ellen was dazzled by the radiant guise
Of Death who came to her while yet she slept.
She woke to new life with an angel's kiss
That bade her welcome to unending bliss.
"'Tis joy that breaks my heart," she said—and
wept.

Two poems of childhood as seen in retrospect—the first from Mr. Neihardt's new volume, "The Song of Three Friends and The Song of Hugh Glass" (Macmillan), the other from *The Nation and the Athenæum* (London), are here reproduced:

## TO SIGURD, SCARCELY THREE

By John G. Neihardt

When you are old enough to know
The joys of kite and boat and bow
And other suchlike splendid things
That boyhood's rounded decade brings,
I shall not give you tropes and rhymes;
But, rising to those rousing times,
I shall ply well the craft I know
Of shaping kite and boat and bow,
For you shall teach me once again
The goodly art of being ten.

Meanwhile, as on a rainy day
When 'tis not possible to play,
The while you do your best to grow
I ply the other craft I know
And strive to build for you the mood
Of daring and of fortitude
With fitted word and shapen phrase,
Against those later wonder-days
When first you glimpse the world of men
Beyond the bleaker side of ten.

## YESTERDAY

By Edith Sitwell

Sweet was my childish life to me
Like the first spring dream of a hawthorn tree . . .
Every night an ancient crone
Crooked, silver-flowered as a thorn,
Came as quietly as the moon
Through the frosty night, with her old lanthorn,
And put my childish self to bed
With all the dreams that nest in my head.
And the moon's shadows were silvery seen
As hawthorn blossoms, perfumed flowers
The glamour of beauty that never has been—
With petals falling through the night hours;
And as the old crone spoke to me
Night seemed a flowering Chinese wave
That bore me to each cloudy cave
Where there are mysteries none may see,—
In far Thibet and Persia; words
Grew into lands unknown, where birds
Were singing in an unknown tongue
Of loveliness for ever young.
Then in the morning an aged sage
Tall and thin as a cloudy cage
Came, and we looked below at the eaves
Where cool airs float like lotus leaves
And the crystal grass-blades of the rain
Trembling grow to music again.
He said, "We are wingless, can only infer
What even the smallest birds can see.
Outside in their nests they begin to be,—
A spark of fire, and grass-like frondage
In crystal eggs as hard as the air. . . .
They break, as instinct from earth-bondage
When man was sightless, before thoughts were.
And the music that birds know, to me is unheard
Though my head seems the egg of an extinct bird
And my hair seems the crystal grass-blades of the
rain
Upon the forlorn blue cliffs of the Day
Trembling and growing to music again.
But my heart still dreams that the warmth of
spring
Will stir in its thickets, begin to sing
In the lonely crystal egg of my head—
Though it seems all the lovely wings are dead
And only pity and love are left
In my wintery heart, of its wings bereft."

. . . . . .

Though I am lonely now and old,
Those rare birds with their strange songs bless
My heart with spring's warm loveliness,—
It never withered grows nor cold.
For the unfledged thoughts within my brain
Sing in their sad and wintery nest,
Singing their loveliest, singing their best
Of a world that is yet undreamt, unborn,
Where never a shade is of cruelty or scorn—
Those wild birds sing in an unknown tongue
Of blossoming worlds for ever young!

SIGNING only his initials, a poet sends the London *Morning Post* the following verses:

## SPRING IN PROVIDENCE, 1924

By C. A. E.

'Tis a dusty course that the old road follows,
Straight by the ruins of Monmajour
To cypress sighing in hills and hollows,
Like broken lutes of a troubadour.
Rome rode here with a laurelled forehead
Under the piled white earth she sleeps;
They have torn the stone that her skill had
quarried
To raise their Abbeys and Castle Keeps.
Loud was the strife and the song of their doing,
Bishop and Baron and Commune and Crown;
Long was the tale of their wrongs accruing,
Castle and Abbey are likewise down,
France of the lilies was here in Splendour,
France of the Phrygian cap blood red,
France of the eagles, broke to render
Payment due for the blood she shed.
Long she looked to a brighter morrow;
Yet what was this to the time of tears?
What was this to the weight of sorrow
That was on the land in the latter years?
Spring, with the wide-flung orchards humming
Sweeps her blossom on slope and plain,
Strives to dim with her own fair coming
Sorrow of old that is new again.

*Contemporary Verse* (Philadelphia) prints the lines—

## WISTFUL DOUBTING

By Marion M. Boyd

Ah! to be as sure
Of sunshine again
As the plump robins
Singing through the rain.

Ah! to be as sure
That my way is right
As the small gray moles
Digging without sight.

THO changing fashions give a look of absurdity to the out-of-date but not-yet-antique, and especially to that beautiless relic, the what-not, a fine sentiment still clings to it. Witness this poem in the New York *Times:*

## THE WHAT-NOT

By May Folwell Hoisington

I noticed it before the sale began:
Her what-not, made of spools and picture-cord,
With two light shelves of slightly warping board;
Her treasures still upon them . . . shells, a fan
Carved out of one pine stick, some sailor-man
Had given her; a little childish hoard
Of "lucky-stones" in blue bead-baskets stored;
And last, a blown-glass cup inscribed "To Ann."

My memory evoked the sitting room
Where it had hung against the flowered wall
Above her sewing table; cameo-fine
I saw Ann, too; rose-silver in the gloom
Of Summer twilights that I still recall.
A bid of fifty cents . . . the "lot" was mine!

THE *North American Review* brings us a cluster of poems from which we select

## THE INLAND SEA

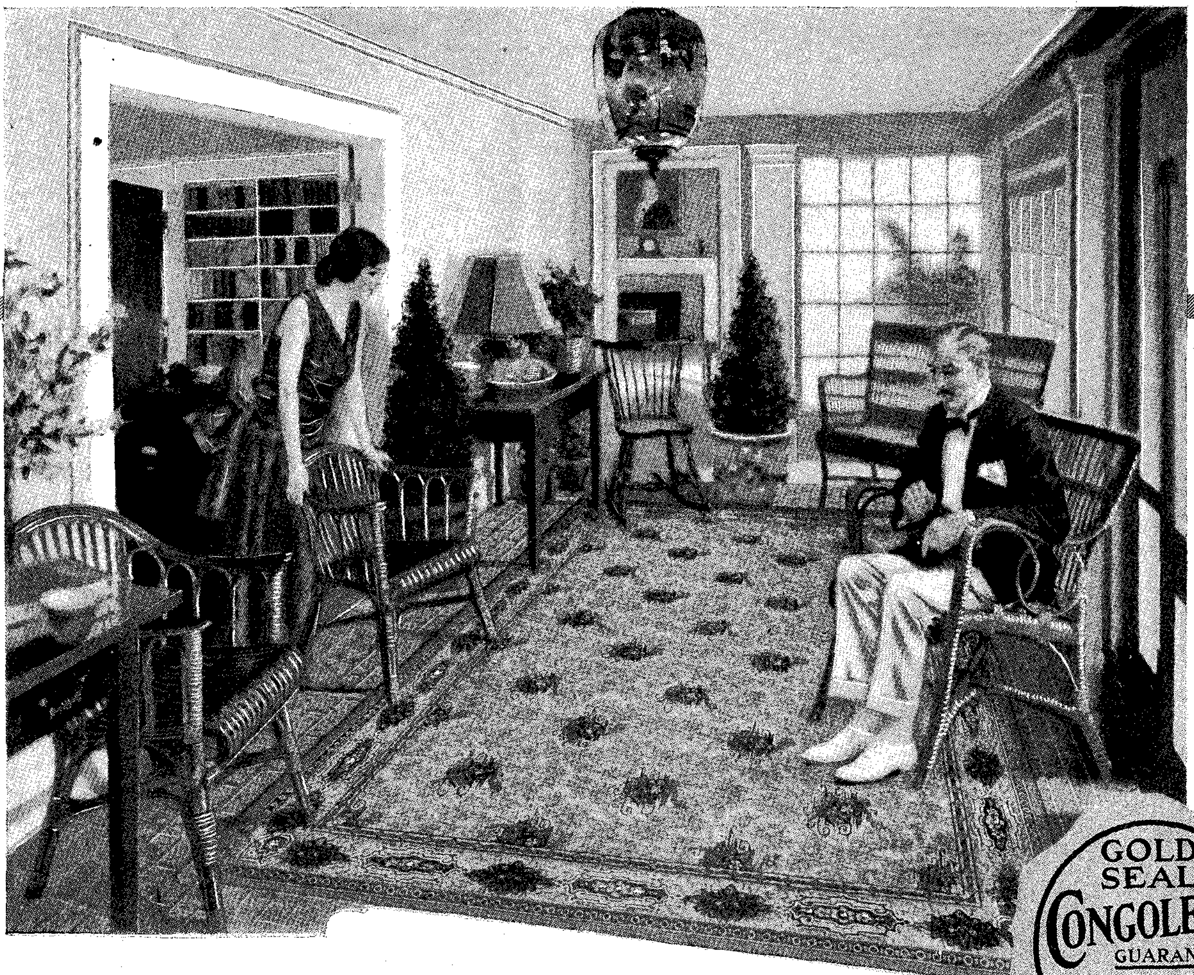
By Jean Grigsby

Strange that a thing so wild, so free
As we conceive the tossing sea to be,
Should thus be land-locked and imprisoned.

How these confining shores must chafe
And fret thee sore, as ceaselessly
Thy bosom heaves tumultuously.

A fettered slave, a cagéd bird,
Thy accents are forever heard
Bewailing thy sad fate.

Freedom to thee, as to the wind, belongs,
What was thy sin, O Sea,
That thus the Gods have punished thee?



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| 9 x 9 ft. | 13.50 | | 3 x 4½ ft. | 1.95 |
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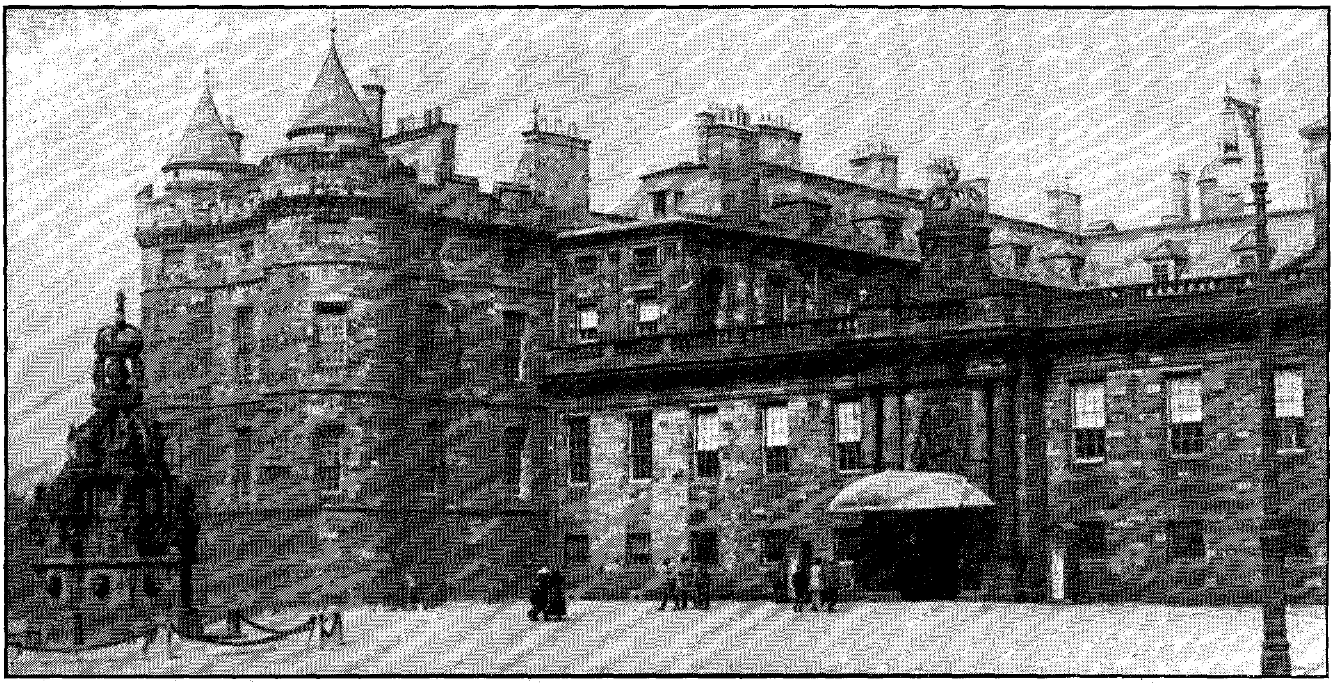


International Newsreel photographs

ONCE THE SEAT OF SCOTLAND'S KINGS, NOW THE PALACE OF "KING JAMIE," SCOTCH MINER

Imposing Holyrood Palace is occupied this year by a strange "court," in which the *de facto* King of Scotland, immediate representative of King George, is a leader in the Labor party, a former miner known to his associates as "Jamie"—and a strong Prohibitionist.

# MINER BROWN, TEN-DAY KING OF SCOTLAND

WHAT IS THE WORLD COMING TO, when a simple Scotch miner stands in the shoes of royalty, holds high state in the ancient castle of the Stuarts, in fact, for ten days plays the rôle of King of Scotland? The "Lairds and Leddies of Auld Edinburgh" are said to be appalled, and a good part of the aristocracy of England, which has been forced to swallow a lot since Ramsay MacDonald's Labor Government went in, is reported to be "purple-faced with emotion," because of the presence of James Brown, a working miner, in Holyrood Palace, together with "Her Grace," Mrs. Brown, as hostess of the Palace, attended by a cobbler's wife as one of the Ladies in Waiting. Here is a couple without birth, without what is called "breeding," and certainly without wealth, who, for ten days, are representing His Majesty, King George, receiving the humble salutes and curtsies of Dukes and Duchesses, riding about in a coach-and-six, accompanied by a Royal escort of troops, saluted by guards of honor, announced by fanfares of trumpets and boom of cannon. To this miner, as to the King himself, the Lord Provost of Edinburgh tendered the keys of the city, and to welcome His Excellency, Duchesses decked themselves and their daughters in silks and satins. Through it all, reports a correspondent from Ayr, Scotland, to the New York *Evening Post*, moved "the old miner and his wife, unperturbed by the honors thrust upon them." One of the noteworthy incidents of the beginning of Jamie's reign, it appears, was that "for the first time in thirty-six years, he failed to conduct his Sunday-school class, owing to the disturbance of his Sabbath routine." In the afternoon of the day when she and her husband were welcomed at Holyrood Castle, Mrs. Brown entertained friends "at a tea at which scones of her own make were served. Shortly afterward she became 'Her Grace,' to be waited upon by numerous servants, and her husband donned court dress and sword." "An unprecedented episode in English history," another correspondent calls it, and the London *Evening News* thus tells the story, as cabled to the New York *Times:*

"I was present to-day at the little scene which exprest in one tense dramatic moment the almost incredible romance which is latent in the present Government of the nation. It was the arrival of James Brown at Holyrood Palace, Edinburgh. As all the world knows, Mr. Brown is Lord High Commissioner to the General Assembly of the Church Assembly of Scotland, and is the personal representative of the King. He is a miner, but for the next ten days he is as great as the King. He takes precedence of all, and even if the Prince of Wales were to come to Holyrood, he would be second to James Brown.

"To-day the miner arrived to begin his reign. He left his tiny home in a row of miners' cottages at Anbank, Ayrshire, where he has lived nearly all of his life, to take up his residence in the palace for which kings have fought, and in which queens have loved and wept, and around which are ranged a wealth of romantic and historic memories.

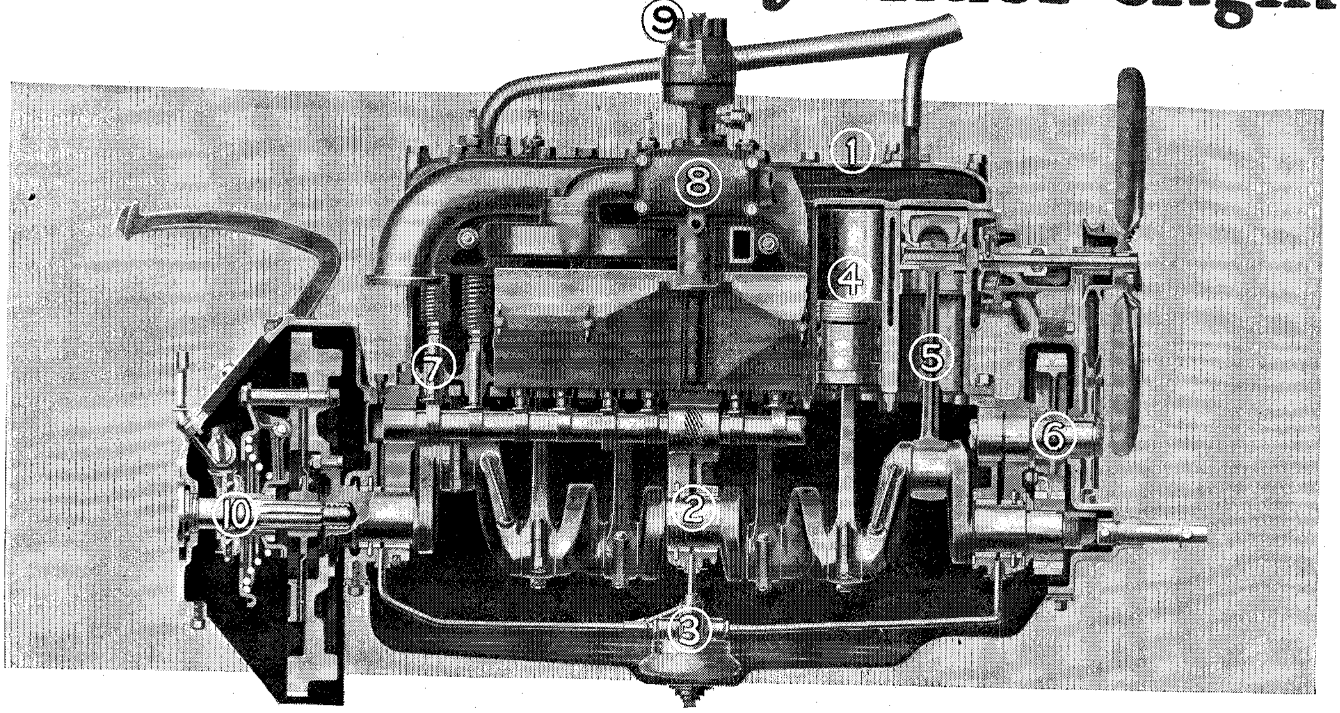
"I was standing by the palace door a few minutes past eleven, looking across the courtyard, where everything was spic-and-span and newly painted, toward the towering height of Arthur's Seat, rising steep from the palace gates, its summit shrouded in mist. Bemedaled police, smart soldiers and uniformed servants were moving about their duties with an air of expectancy. A man was on the roof holding the ropes of the flagstaff in one hand and the royal standard in the other. All were awaiting the arrival of the King's deputy.

"The hour of Mr. Brown's arrival had been kept secret, so that there were few ordinary spectators about, except a handful of residents from High Street, which runs from the palace gates past John Knox's house. At 11:15 to the minute, with the punctuality of royalty, a big car swung rapidly through the gates and curved up toward the main entrance.

"On the front of the car was a small replica of the Royal Standard. Sentries at each side of the door presented arms. It must have given a little thrill even to so stolid a man as James Brown, M. P., for when these two Scottish Borderers in khaki brought their rifles from slope to present with precision and a little, unmistakable touch of excitement, it was the first outward sign of his royal rank.

"Captain Malcolm, aide-de-camp to the Lord High Commissioner, stept down quickly from the front of the car, opened the door and handed out Mrs. Brown. Then came Mr. Brown. No one could have guessed that it was a miner and his wife from the colliers' row in Anbank. Mrs. Brown wore a braided gray coat,

# Here are the Reasons for the Power, Smoothness *and* Endurance of Oakland's six-cylinder engine



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⑨ The electrical system maintains Remy standards of excellence. The spark control is entirely automatic, which means that the engine will deliver the maximum of power under all conditions.

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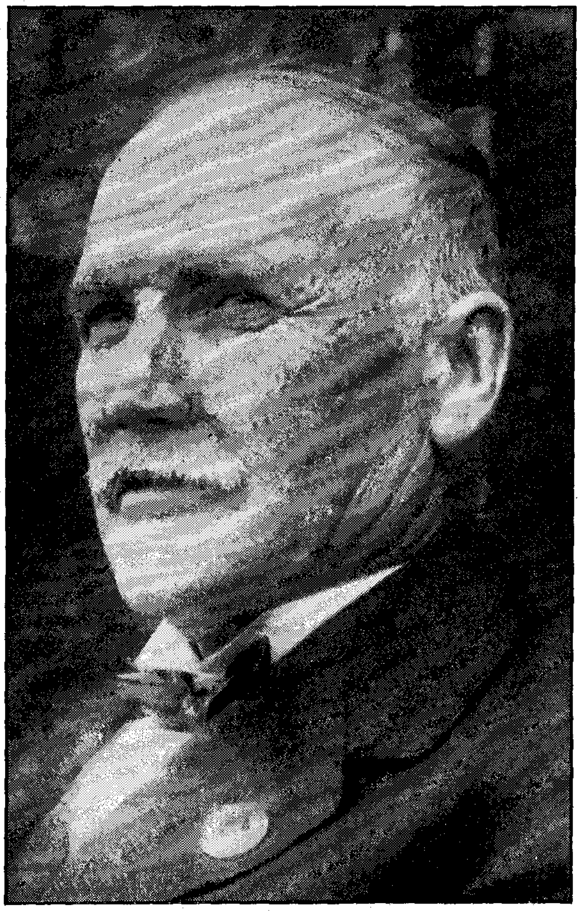
with fur of the same color, a gray hat and gray gloves. The most ignorant could see that she was well drest, even by palace standards.

"Mr. Brown wore a silk hat, a gray overcoat and gray trousers. He would have passed anywhere for a man of rank. Edinburgh will not need to blush for one moment at the appearance of the Lord High Commissioner and his wife. There was not a trace of awkwardness or embarrassment in either of them.

"Then came what seemed the most picturesque and significant incident of all. The Marchioness of Ailsa came forward from the doorway, and as she took the Commissioner's outstretched hand she curtsied low. What a sight that would have been for all the ghosts that haunt the ancient palace; that of Mary Queen of Scots, whose room is very near; of Bonnie Prince Charlie, who received guests at that very door; of stern John Knox himself, and, perhaps, looking down from the slopes of Arthur's Seat, those of Walter Scott and Stevenson. What did Scott or Stevenson ever imagine more impossibly romantic than the Marchioness curtseying to a miner?



"KING JAMIE THE FIRST"

The ex-miner appeared at his first court "a dapper figure in his scarlet and blue and gold, with his sword glittering by his side, his boots shining like mirrors."

"Mr. Brown showed never a flicker of surprize or emotion. He was entering his palace with the same self-possession and kindly dignity as he enters his own cottage door. The reception over, Mr. and Mrs. Brown, with their aide-de-camp, their lady-in-waiting and their purse-bearer, passed inside to the stately old rooms where they will live as King and Queen for ten days, and the men on the roof hoisted the royal standard to let all Edinburgh know that the King was in residence through his deputy.

"When Mr. Brown arrived at the railway station to-day, there was one of those little personal touches which, it is hoped, will not be missing during his days of royal dignity. As he stept out of his carriage to be received by the station master and his aide-de-camp, he caught sight of an old friend. Shouting 'Hullo, Davie,' he went over and shook hands with him, whereat Davie was mightily pleased.

"Among the High Commissioner's suite is the Marquess of Clydesdale, the 'boxing Marquess,' and the maids of honor are the Hon. Victoria Bruce and Miss Archibald Fleeting of St. Columbus, Bond Street, London, and Miss Haining and her sister, daughters of a shoemaker in Anbank."

"His Grace" James Brown's first public duty at Holyrood as Lord High Commissioner was to receive the keys of the city from Lord Provost Sleigh. This ancient and picturesque ceremony, according to wireless reports, "was carried through with all of its old-time dignity." To wit:

"The Lord Provost arrived at the Palace accompanied by the magistrates and escorted by sword and mace-bearers, and proceeded to the throne-room, where they were received by the Lord High Commissioner and Mrs. Brown. The scene in the throne-room was striking. Grouped around Mr. and Mrs. Brown was a distinguished gathering. With the Lord High Commissioner were his deputy lieutenants in uniforms of scarlet and gold. Mrs. Brown was drest in a black velvet gown with a panel of black jet falling from her shoulders; she wore a diamond pendant on a black silk ribbon."

In presenting the keys, Lord Provost Sleigh said:

"May it please Your Grace, we magistrates of this city have the honor to attend Your Grace as representing our most gracious sovereign, the King. We give you assurance of our loyal and devoted attachment to his majesty's person, throne and Government, and as a token thereof, I deliver to you the keys of his majesty's good town of Edinburgh, capital of Scotland.

"We congratulate Your Grace on being appointed to the high office of the sovereign's commissioner to the General Assembly of the Church of Scotland, and we offer you and Mrs. Brown most hearty welcome to this ancient city.

"This occasion is particularly noteworthy in view of Your Grace's appointment as the representative of the people to the office which for more than 200 years has been filled by a peer of the realm, and may I take this opportunity of conveying to you our very best wishes on this unique event."

Mr. Brown, replying, said:

"On behalf of his Majesty the King, whom I have the honor to represent, I accept these keys as a symbol of the possession of the good town of Edinburgh. I heard with great pleasure and shall without fail convey to his Majesty your assurance of devotion to his Majesty's person, throne and Government. Thank you most sincerely, my Lord Provost, for the welcome you have given to Mrs. Brown and myself. It is a very high honor which his Majesty has conferred on us."

Among the guests who afterward dined with the Browns were the Duke and Duchess of Atholl, the Earl and Countess of Haddington, the Earl and Countess of Elgin, Lord Inverclyde and Lord and Lady Weir.

The local personages of power, title and property have undoubtedly done pretty well under the circumstances, opines B. W. Wilson, an English authority of the New York *Times*. He cites the wisdom of the Duke of Atholl, whose Duchess is in the House of Commons. His Grace is imagined by Mr. Wilson as communing with himself to this effect:

"Here is a revolution. Nobody can deny it. But there is no reason why an adaptable aristocracy should not run a revolution just as they run the empire."

And so, continues Mr. Wilson:

The Duke pats Brown on the shoulder and congratulates him on his appointment, after which preliminary the Duke and Brown discuss ways and means and little points of etiquette until you can hardly tell one man from the other. The ducal miner and the miners' duke go hand in hand and neither is shot at a barricade or decapitated by the guillotine. After all, Scots always cleave to one another. Take a Scottish Duke and a Scottish miner and you will find that they will prefer each other's quarrels to any friendship with the Sassenach south of the Tweed. The motto in Scotland has always been, "Let brotherly feuds continue."

The boycott, then, will fail, and when a boycott fails it becomes a boomerang. Thousands who would never have worried to see Edinburgh's Lord High Commissioner's Show will now be careful not to miss it. The appointment of Brown is like a house on fire; you do not want it to happen, but if it does happen you want to be there to see. For King George is a close student of fallen dynasties. None knows better than he that the Bourbons and the Romanoffs "lost out" because they failed to rule their own aristocracy. It is not enough for a King to be himself a democrat. He must instil democracy into his court. This is what King George is doing. Despite the Die Hards, he sent for Ramsay MacDonald. Despite the Die Hards, he has accepted James Brown. It is courage, it is sagacity, it is saying to organized labor: "Work the Constitution yourselves before you smash it."

And as for Lord High Commissioner Brown—what of him? Mr. Wilson answers, with an eye both toward his present dignity and its historical significance:

Here he is, the hero of Scotland's annual mood of memory. Think of sleeping under (more or less) the self-same roof 'neath which old John Knox berated Mary Queen of Scots for her "Popery" and her pastimes. Think of encountering at dead of

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"HER GRACE" AT HOME

Mrs James Brown is shown, at the left, with her sister, in the doorway of the Browns' cottage. A Duchess and a Marchioness are her Ladies-in-Waiting when, royally arrayed, she rules at Holyrood Castle.

night the "bloudie ghaist" of David Rizzio, once the Queen's Italian secretary, who was torn from the very footstool of his royal mistress by Ruthven and the ruthless lords, while Darnley, the Queen's husband, held her firmly in her chair.

How, Mrs. Brown, will you feel when you meet that pale specter in the Palace of Holyrood? Will you not be inclined to warn Jim that never again must he try to be a Lord High Commissioner? People who make their home in Holyrood are not always prosperous. When Paris boiled over with revolution it was to Holyrood that, in 1789, the Comte d'Artois fled for refuge. And when, as King Charles X, he had worn and lost the crown of France, it was to Holyrood that, in 1830, this Prince returned. How the old turrets nodded their conical caps at one another as they saw his familiar but now venerable figure. "He knew his way back," they muttered. "A Bourbon learns nothing and forgets nothing." Can the royal family of Brown expect to be more fortunate than the royal family of Bourbon and of Stuart? Let Jim beware lest he get his head cut off by Communists, who do these things to kings, on the Clyde.

For there may be a reason why Holyrood brings ill-luck. Holyrood is the grim, gray monument of royal sacrilege. Neither for miners nor for any other monarchs was it ever meant to be a palace. Holyrood was an abbey, named after the Holy Rood or reed—that is, the Cross—and dedicated to St. Augustine, which St. Augustine is not to be lightly offended. Still may you see the shattered shrine where monks once chanted masses for distrest souls of important personages, and kings did penance for their sometimes considerable sins. Before the Reformation not only Holyrood but half Scotland belonged to the Church. And with the Reformation there was a general seizure of ecclesiastical property. The big barons got most of it and thoroughly approved, therefore, of Presbyterianism. The King or his Regent picked up a trifle here and there.

And among such details was Holyrood. From the first, the plunder was in peril. Occasionally England indulged in the luxury of what was called "a protector"—that is, a Deputy King who did everything except protect property other than his own. Twice did the Protector Somerset visit Scotland, the second time after the Battle of Pinkie—current events classes will note that the date was 1547—and twice did he burn a bit of Holyrood. The next Protector was Cromwell, and it goes without saying that Cromwell—since he burned everything else—did not omit to burn Holyrood.

The advent of James Brown is a historic affair, it appears, in more ways than one. According to the writer:

It means that Britain's revolution is being prest home. It was bad enough to have poor men breaking into Parliament, which long ago ceased to be the best club in Europe. But, after all, Parliament meant politics, and politics could be segregated as a thing apart. But to have poor men surrounding the King at Windsor Castle, to have them leading the ceremonies in Edinburgh—this means much more than politics. It involves the very structure of society. To put the matter in a sentence, it is the final undoing of the Norman Conquest, which established feudalism in England. No wonder that there was talk of boycotting the Browns.

But wiser counsels will prevail. Here, after all, is a Church which, whether established or not, is supposed to reverence the Carpenter. It is supposed to treat men without respect of persons, and for a Church to ostracize a miner would be to give the very devils of cynicism an occasion for hilarious holiday. And in that proud old aristocracy there is, after all, a certain sense of fair play. What, if any, is the crime of the Browns? They have committed no kind of offense, save this, that they have got there. And to get there has been, surely, the very title-deed and letters-patent of the peerage, whether ancient or modern. The Browns have done no more than the Cecils did four hundred years ago. And the Browns have, in fact, done it honestly, which is more than you can say of the Cecils. The Browns are wholly blameless. They are simply shrewd, sincere, uncorruptible Scots who have worked hard, said their prayers, read the Bible, and gone to kirk.

And James Brown himself? While the Communists in Moscow forbid children to say grace at meals, and refuse to admit the Bible across the frontiers, and arrest Baptists at dead of night, hurrying them to death or Siberia, here is a laborer who will be the central figure in solemn exercises, at which there will rise to heaven the slow anthems of the Scottish Psalter, a deep, full volume of dominant harmony, sounding along Edinburgh's "royal mile," and echoing centuries of turbulent but restrained emotion.

Tackle James Brown on a point of theology and his dialectics will leave you mystified with subtlety. The Lord High Commissioner must be "well acquent" with the Westminster Confession and the Shorter Cathechism. A miner? That is only one way of putting it. James Brown typifies the man who, according to Bobbie Burns, is "a man for a' that." He might have been Andra Carnegie. He might have been a certain Strathcona. But, for the moment, he is content to succeed the Duke of Athol as Lord High Commissioner. It is enough to go on with.

One particularly significant detail of the rule of "King Jamie" is brought out by an Associated Press correspondent, who mentions the fact that at His Grace's court no intoxicants whatever are being served. His Grace has the right to commandeer liquor without limit from King George's stores, but James Brown is a total abstainer, and, according to the report, "at the High Commissioner's request, no intoxicants will be served throughout the Browns' stay at Holyrood Palace. It is the first occasion

International Newsreel photographs

WHERE THE BROWNS LIVE WHEN THEY ARE NOT RULING IN HOLYROOD PALACE

It is a typical miner's cottage, for which James Brown pays $50 a year rent. One correspondent finds much significance in the fact that, on opening his court in Holyrood Castle, Mr. Brown said: "These are changing times; and greater changes than have yet come may be ahead."

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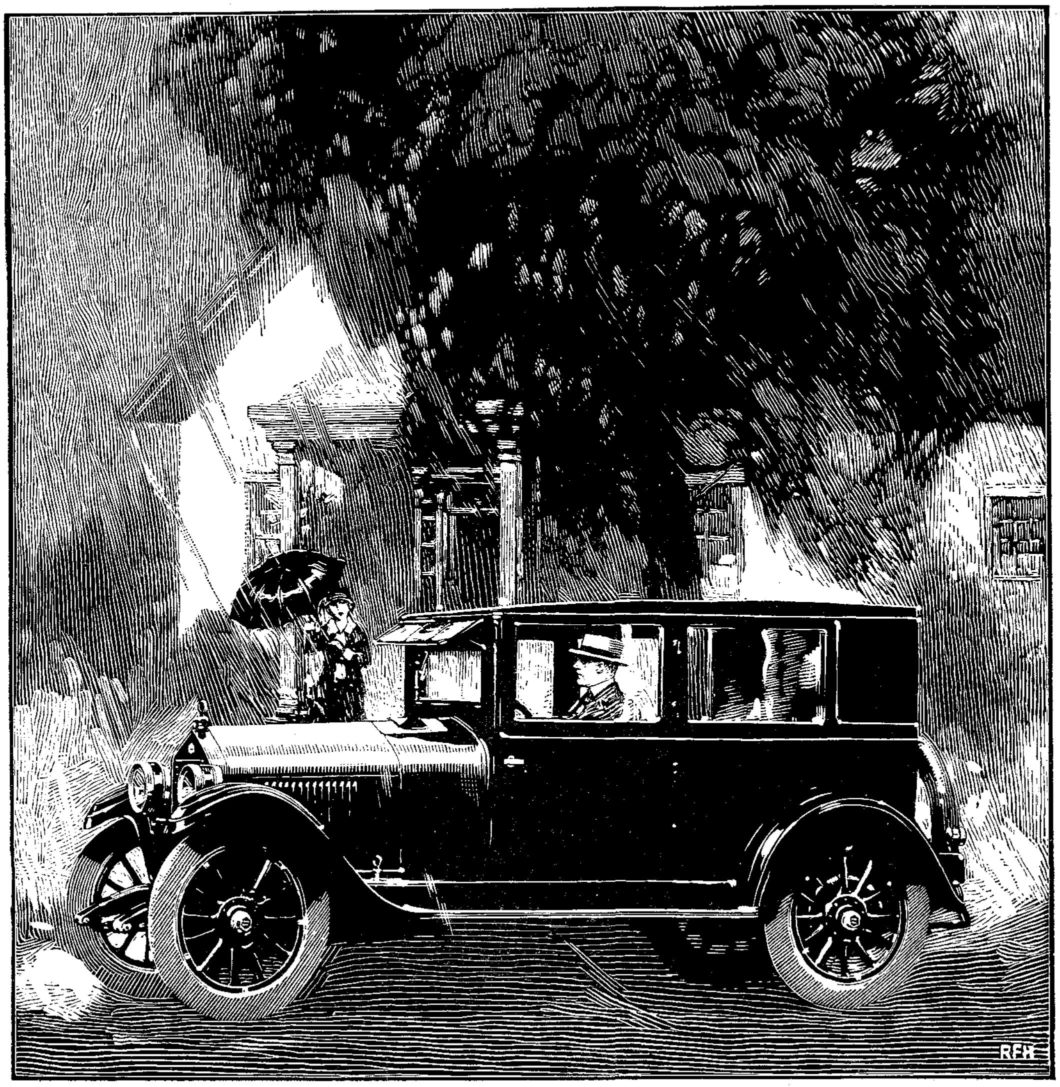

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**COACH**
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## *All Closed Car Comforts, Utility and Distinction*
## *Exclusive to* HUDSON *and* ESSEX

Why buy an open car? High cost for closed car comforts is no longer a question. The Coach—exclusive to Hudson and Essex—gives every closed car advantage, at almost open car cost. No other car shares its position. It is the car for everyone.

It creates the dominant car issue of the year. Mark how rapidly the Coach is superseding open cars. Sales exceed 3,000 a week. It is the largest selling six-cylinder closed car in the world.

Buyers must consider any purchase in the light of this overwhelming trend. As the wanted car the Coach maintains high resale value, against the waning desirability of open cars. It is the quality closed car in reach of all. In two and a half years, and in the hands of more than 135,000 owners, the Coach has proved a staunchness and reliability never before associated with a closed car.

Both Hudson and Essex are creations of the same engineers; built under the same patents. There is no difference in quality of materials or workmanship. The price you want to pay for a car will decide whether it shall be a Hudson or an Essex. The closed car comforts of the Coach and the price leave no other consideration.

### Why Buy an Open Car?

The Coach costs but little more than open models on either Hudson or Essex. Note how much more closed models cost on all other cars—even the lowest priced.

All want the closed car comforts the Coach provides. All year utility, highest resale value—and you pay no more. Why buy an open car?

**Important Notice to Buyers**

Low parts prices, progressive service policy keep maintenance at minimum. Be sure to get parts price list from your dealer.

## Hudson and Essex Are of One Quality

THE
Hanover
Shoe
*Exclusively for Men and Boys*

*Style 286* *Cherry Russia Calfskin Oxford*

Many men are amazed to discover that Hanover Shoes sell for only Five Dollars. They expect to pay more, because in appearance, style and quality, Hanovers compare favorably with higher-priced shoes.

**FIVE DOLLARS**

This price is possible because we are the only shoe makers in America who sell exclusively through our own stores, in 62 cities.

***We will fit you from Hanover** —if there is no Hanover Store near you. Write for catalog. The Hanover Shoe, Hanover, Pa.*

*Style B283 Boys' Brown Russia Oxford*

It takes rugged, well-made, all-leather shoes to stand the wear and tear husky youngsters give them in play. Hanover Shoes for Boys and Little Men are just that kind. $2.50, $3 and $3.50.

## PERSONAL GLIMPSES

*Continued*

when a dry court has ever been held in historic Holyrood." Mr. Brown is not only a total abstainer, reports another correspondent, but "on the floor of the Assembly of his church he has had the audacity to advocate total abstinence. It is the end of all things that such a man at such a time should be 'near King,' in Scotland."

James Brown's own view of his (temporary) high estate, together with some account of the sort of man he is, is presented in a special dispatch to the New York *Herald Tribune*. He prefers his own three-room cottage to Holyrood Castle, he said, "and once the assembly is over, my wife and I shall return there." He goes on, in an autobiographical way:

> It is not the same little cottage to which we went when we were married, thirty-five years ago—but it is only two doors away in the same street. We love its two rooms and kitchen far more than we could ever love the grandest palace on earth.
>
> I started work at the age of twelve, as a pit-boy, at nine shillings a week—excellent money in those days! and from those early times I have taken a great interest in church work. I can't say that I ever had any great notions about being Lord High Commissioner one day. I just did whatever work there was to do, and was happy. I began as a Sunday-school boy, became a Bible class lad, and then leader of the choir (there was no organ—I had a tuning-fork with which I gave the note). Church worker, elder—in turn, I have been nearly everything that a layman could be.
>
> I have many times attended the General Assembly with Mrs. Brown. We both of us are quite at home with the procedure.
>
> But this week we shall not feel too much at home, when, as Lord High Commissioner and his wife, we open the proceedings!
>
> Mrs. Brown has been very busy choosing frocks lately. I believe it has worried her—but she has received great help from the Duchess of Atholl, and helpful suggestions from the Marchioness of Ailsa, her lady-in-waiting. The marchioness has always been very friendly to us—we have met her quite a lot in connection with our kirk work.
>
> The problem of clothes puzzled me a good deal at first. Usually the matter is left to the convenience of the holder of the office. If he is an officer in the army, for instance, he wears the full-dress of his regiment. The lord-lieutenant of a county would wear lord-lieutenant's dress, and so on. The difficulty was solved for me when I was appointed deputy lord-lieutenant for Ayr.
>
> My post as Lord High Commissioner has been stated to carry a "salary" of £2,000. This is really wrong. Actually the £2,000 is no more than a grant to cover expenses incurred during the Assembly period. Things are done on a most lavish scale. I must hold courts and levees. People will be presented to me and we shall have to give banquets—with Mrs. Brown as hostess. For a fortnight, at least, we shall live in a world of ceremony. All this costs money, and all has to be paid for out of the Lord High Commissioner's "salary." I can assure you that the £2,000 doesn't go far!
>
> Many of my predecessors have found themselves sadly out of pocket at the end of the ceremonies. And unless I am very careful I may overspend—in which case, of course, I should have to pay the extra money out of my own pocket. So far as money is concerned, then, I can not claim to have made a romantic rise, but money is not everything.
>
> The popular story goes that Mrs. Brown "gasped" when I told her of my appointment. Well, if she did, can you wonder at it? We have found our greatest interest in life in trying to work for others, and we have asked no more than to be happy ourselves in our little cottage.
>
> Then suddenly we find ourselves the central figures in a fairy-tale. The miner and his mill-girl bride become the "King" and his "Queen"—taking precedence over everybody, with peers and peeresses as their courtiers.
>
> Isn't it enough to make any one gasp?
>
> Why was I chosen for the appointment? Well, there is no political significance in the matter. A Liberal government might appoint a Tory as Lord High Commissioner. The present Labor Government decided—I don't know why—to appoint a Labor man and—well, the job naturally came to me, for the simple reason that I have had so much to do with assemblies in the past. I just happened to "fit," you see.
>
> But my appointment is a great change in precedent. For nearly 283 years the appointment has been held, without break, by peers, nearly always Scottish peers.

A moral that things are not really so different in England as they might seem, judging only by James Brown's elevation, is drawn by an editorial writer of the New York *Times*. Democracy is showing itself a living force in that country, according to this view, but the country has been for a long time, and is still, in many ways more democratic than these United States. The Government is elastic. It bends, but it does not break, and under superficial changes the old Empire runs true to form. Communists, who are allowed to speak their minds in Great Britain while they are violently suppress in this country, may howl for the breaking up of the Empire. They are now denouncing the whole Labor Government as a tool of the capitalists. But the Labor Government has shown a strong disinclination to turn "Red," and it is likely to go out of office at once if it listens to its more radical element. As for the display up in Scotland, opines the writer:

> Like the Labor men and women who are officers of the Household and the Court, it is a sort of symbolic gala performance of the Representation of the People act. The people have the votes, the offices. Under a democracy more democratic than ours in some respects, Great Britain retains much of the old ritual, ceremony, pageant, of the Middle Ages. In this Labor has to play its part; and it plays it well. "Jamie" Brown and Mrs. Brown "drest" their part in perfect taste; and their behavior is described as natural, simple and unembarrassed. In both respects they differ from some members of the patrician class, incurably shy, habitually shabby and dowdy. Are Arthur Balfour's clothes more or less ancient than the Marquis of Hartington's were in his prime? Speak, Teufelsdröck! There will never be a Labor Prime Minister so awkward as Sir Robert Peel, teetering first on one leg and then on the other, before his sovereign.

# THE HIDDEN ENEMY

THERE is a heartbreak in the wreck of a fine old home. That a thing so intimate and personal, so vital a part of family life, should be allowed to disintegrate and decay is more than regrettable—it carries the sting of pain.

Something more malicious than age warped and blackened the gracious, slender columns, ruined the delicate fan-lights, broke the fine flutings and moldings of the woodwork. What is it, this active agent of destruction, that spares neither a man's house nor the man himself? . . . It is neglect.

And yet people fight neglect to-day as never before. Men are at work everywhere to check this hidden enemy that destroys health as well as homes, beauty as well as tradition. And among the foremost of these fighters for conservation are the dentists, who work unceasingly against the ravages of neglect for the greatest prize of all—health.

The value and amount of protective work done by dentists is incalculable. The Life Extension Institute of New York, an institute which examines thousands of patients each month, finds infection of the teeth and mouth to be among its most important problems. Its reports show that in a series of 1800 X-ray pictures of teeth, 62 per cent of the individuals examined had root infections, and that such root infections are capable of causing organic difficulties, arterial degeneration and other ill effects.

With these significant findings to warn you, let your dentist help you to avoid the penalties of neglect and prevent the ravages of carelessness. Let him help you to preserve your health. Make use of his knowledge and experience. Allow him to use his long training in advanced and scientific methods to promote the physical and mental well-being which is your rightful inheritance.

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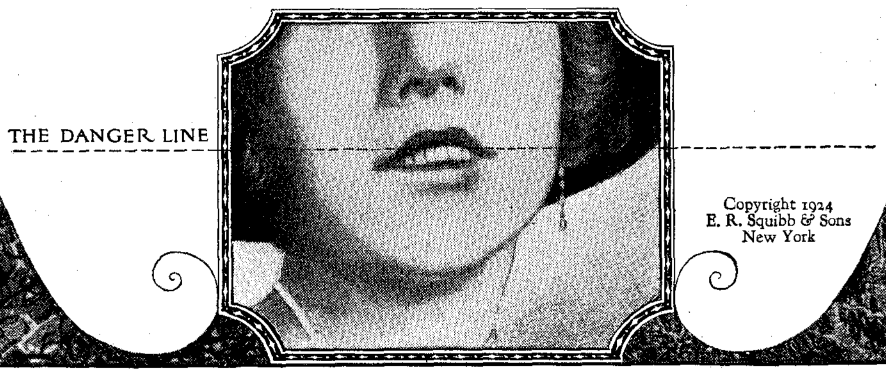

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# PLAYGROUNDS AT HOME AND ABROAD

## PRESENT-DAY ADVENTURES

LIFE WAS RISKED for the chance of fortune in the days when gentlemen adventurers like Sir Walter Raleigh and an army of two thousand merchant adventurers under Sir Francis Drake sought wealth and fame in the New World. But present-day adventurers in quest of recreation and pleasure incur no risks as in former times, and spend comparatively little for their comfort and the insurance of their safety. Also we may recall that the most ordinary journey from one location to another was an adventure in the lives of our ancestors and one fraught with many possibilities of peril. The most distant point to which we may travel nowadays is more easily reached and with less fear of disturbance or danger than beset the minds of twelve-hour travelers in bygone years. Indeed so burdensome and ominous was travel in those times that nobody indulged in it except out of sheer necessity. But now travel is one of the greatest, if not the greatest of amusements, because it can be enjoyed at any time of life, and always refreshes and informs the mind while it recreates the body. The more civilized people become, the more they yearn to move away from their habitat and discover new contacts and sympathies in unfamiliar regions. West travels toward east and east toward west, and speak each other in passing, thereby finding more in the world at large to make life livable.

The fascination of land and water travel, whether for short trips or extended tours, is having a stronger hold each year upon our people. Increased rail, steamer and hotel facilities are continually necessary for its increasing volume.

Twice each year THE LITERARY DIGEST endeavors to give a brief tho comprehensive survey of playgrounds at home and abroad for the summer and the winter vacationist.

In the pages following are glimpses of playgrounds which should appeal to various tastes and outlines of trips within the range of almost every purse.

In our own land and Canada an infinite variety of natural attractions lie between the two great oceans, while for the thousands who cross the seas the Old World offers additional travel treasures.

### SUMMER TRIPS TO EUROPE

The charm of England, in particular rural England, is distinctive and enduring.

"In the heart of Surrey," says Albert B. Osborne in his book "Finding the Worth While in Europe" (McBride), "and Kent, and Warwickshire, and Devon, is rural England at its very best. If you want to see the most beautiful rivers, there flow the Thames and the Wye; if you are in search of great castles, there are Warwick and Kenilworth and Windsor, and Bodiam and Raglan; if you seek splendid examples of English cathedrals, they wait at Canterbury and Winchester and Salisbury; if you want to look in on medieval environment as a setting for to-day, there are the exquisite, unspoiled villages of Clovelly, and Leigh, and Shere, and Cockington, and Newlyn; if you want coast scenery that is unsurpassed in Europe north of the Mediterranean, and that in places equals that which is to be found by that tideless sea, you have it on the shores of Devon and Cornwall; if you want romance localized, you can follow King Arthur through Cornwall; if you want the strange remains of a prehistoric age, there are the weird and mystic circle of Stonehenge and the lonely Druid cromlechs at Land's End; if you want seaside resorts, you can find them at Brighton and Torquay; if romantic islands, half medieval still in laws and customs, there are Jersey and Guernsey and Sark; if famous and fashionable spas, Tunbridge Wells and Bath are at hand; if you delight in ruined abbeys there are Glastonbury and Tintern; if you wish to see an English university town, there is Oxford; a famous school, there are Rugby, and Eton, and Winchester. And along the highways that thread this wonderland are ancient timbered dwellings among the hollyhocks and roses, and thatch-roofed, casemented inns, and all the park-like beauty for which elsewhere you may hunt the world in vain. Now surely in this south half of England is enough, and more than enough, for an ideal tour." Of Wales Mr. Osborne writes, "This altogether fascinating principality is but little seen by Americans, and tho three weeks could be spent among the picturesque people, the old towns and splendid castles, and bring each day a fresh delight, yet three days will give a glimpse of Wales that will repay the visitor as much as any part of Europe."

In the northern half of England, too, is the idyllic Lake region, including sixteen waterways set among the highest hills of England and immortalized by poets and writers the world over. Windermere, Ambleside, Ullswater, Hawes Water, Derwentwater, and others, are famed in song and story. In northern England we find also the famous Norman churches. Durham, Lincoln, York and Fountains Abbey, Melrose with its ancient ruin, Abbotsford, home of Sir Walter Scott, beautiful Ely Cathedral, Cambridge, and many other natural and historical points of interest. "From Melrose to Edinburgh," to quote again from Mr. Osborne, "is but an hour, and Edinburgh is unquestionably one of the picture towns of Europe. . . . No picture can show you the city as it is, no words can make you see it."

One of the most picturesque trips in Great Britain, and one taking the tourist through the heart of Scotland, is that from Edinburgh by rail to Glasgow, thence by steamer down the Clyde, past the Kyles of Bute, through the Crinan Canal and up the Firth of Lorne to Oban, thence by the Caledonian Canal and connecting lochs through the heart of the Highlands to Inverness, sixty-two miles from Oban.

A magnet which will draw many thousands of tourists to London this summer is the British Empire Exhibition opened by King George on April 23 and continuing until October. As aptly described by the King in his opening address: "The exhibition may be said to reveal to us the whole Empire in little, containing within its 220 acres of ground a vivid model of the architecture, art and industry of all the races which come under the British flag."

A pilgrimage of two thousand American delegates will sail overseas to the convention of the Associated Advertising Clubs to be held in London, July 13 to 18. The Convention of the American Bar Association will take more than 1,200 attorneys to London next month. A thousand delegates are sailing for the World Sunday School Convention being held at Glasgow this month.

An overnight passage from England to Holland brings the tourist to the Netherlands, a colorful country with scenery, cities and people so dissimilar from any found elsewhere that the traveler's interest is keen and constant. Here is the land of windmills, canals, brick highways, strange wagons, picturesque people, quaint markets and famous cities such as The Hague with its peace palace and government buildings; Delft, a picture-book city; Leyden, whence sailed the Pilgrims; Amsterdam and its world-famous galleries; Middleburg on the island of Marken, accessible from Amsterdam; Volendam, "typical of Holland of the story-books."

Naturally the visit to Holland will be followed by a trip to Belgium, a direct route being available between Amsterdam

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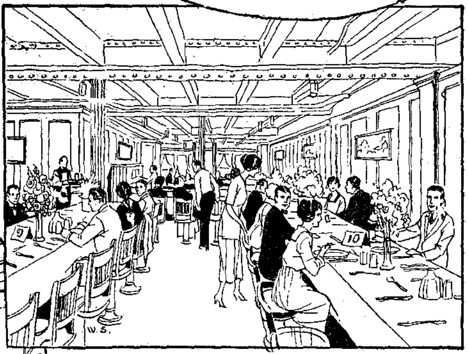
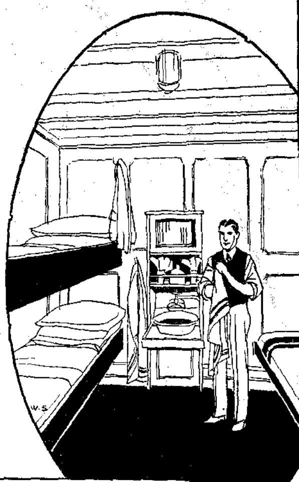
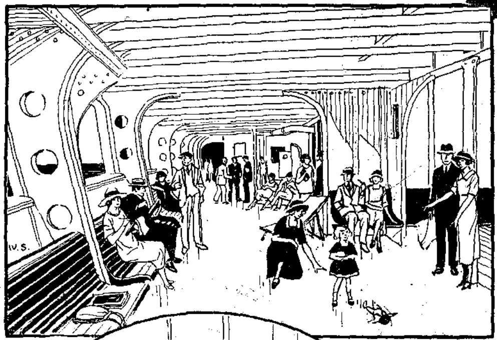


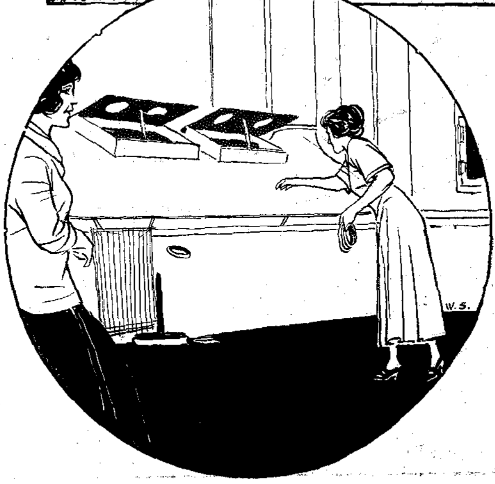


*Cunard Third Cabin accommodations consist of comfortable, well-ventilated private staterooms for 2, 3 and 4 persons; private staterooms for married couples; large dining halls, lounges and libraries, many bathrooms, plenty of deck space for promenading, dances and games, and excellent, abundant menus.*

## Sailing Dates of the CUNARD "VACATION SPECIALS"

| | |
|---|---|
| June 21 | SAXONIA |
| July 2 | MAURETANIA |
| July 3 | LANCASTRIA |
| Aug. 9 | LANCASTRIA |
| Aug. 16 | SAXONIA |





Arrangements have been made for similar return accommodations, with several sailing dates from which to choose.

*A vacation of three weeks is ample for the round trip and will permit of a visit to the great*

**British Empire Exhibition in London.**

*For those able to spend a week or two additional there is plenty to see in London, Paris, etc.*

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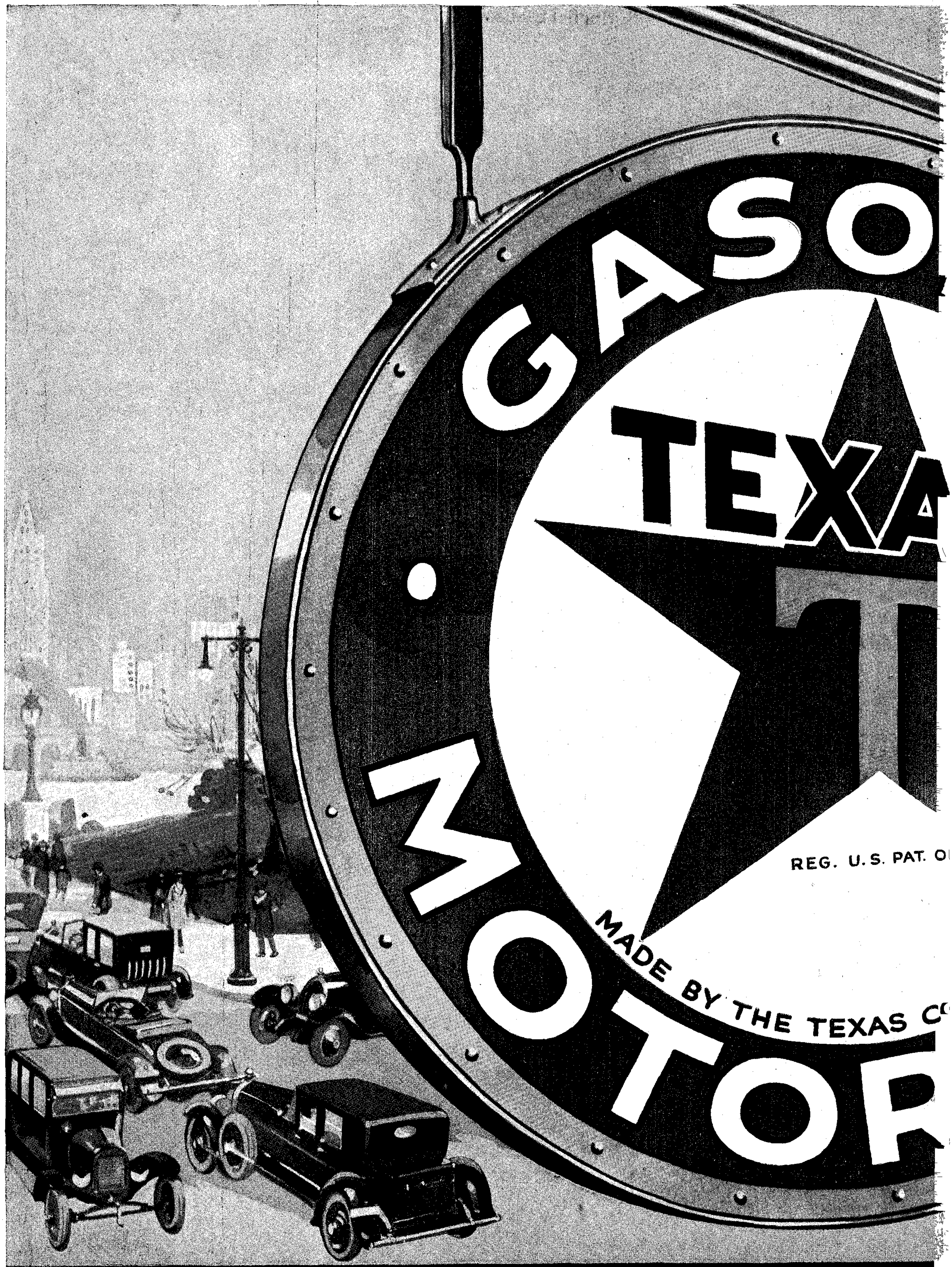
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## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

and Brussels. In Belgium the chapters of five momentous centuries of history may be followed. In the galleries of Brussels repose the works of great masters, while near by is the Battle-field of Waterloo; Ghent has its castle built in 868; Bruges is a mekka for artists, and near by is Zeebrugge, famous for its Great War history and gay fashionable Ostend. At Ypres and vicinity are some of the most famous battle-fields where British and Americans met the gray hosts of Germany.

Across the frontier from Belgium lies France with its wealth of attractions for the tourist.

The principal regions of interest to the traveler, including, of course, the brilliant capital and its environs, are the Battle-fields of Picardy, Champagne and the Vosges, reached through a variety of tours from Paris; the northern cathedral cities including Amiens, Rheims, Rouen; Normandy of interior pastoral beauty and rugged seashore with impressive Mont St. Michel, Dieppe, Dinan, St. Malo and Caen; the château country with its Loire Valley, where the tourist may view historic homes of French aristocracy, such as Chenonceaux, Chaumont, Chambord, Blois and the ruins of Chinon, where the Maid of Orleans first met King Charles; Brittany, romantic, medieval; the Rhone Valley with Lyons, whence side trips lead to Aix-les-Bains, Grenoble and the French Alps and the fascinating remains of Roman occupation at Avignon, Le Puy and Nimes; and the Riviera with Cannes, Mentone, Nice, and Monte Carlo, one of the world's brilliant playgrounds.

"Germany," says Edward Hungerford in his "Planning a Trip Abroad," "is a land of large scenic resources, of clean and beautiful cities, and strangely interesting little towns—in all a fascination for the tourist." The scenery of the Black Forest, the Harz Mountains, the Rhine Valley, with its castles and traditions, and the lake region of Bavaria is notable, while Heidelberg, Cologne, Coblenz, Leipsic and Dresden in Saxony are old-world cities of unusual interest.

From June 1 to October 1 Norway, Sweden and Denmark offer the tourist a variety of attractions. From May 11 to July 31 the impressive spectacle of the midnight sun is visible in the vicinity of the North Cape.

Bergen is "the western gateway to scenic Norway," while Christiania is the southern rail and water approach for inland and coastal trips.

Famous among the world's scenic creations are the series of deep indentations of the sea, including among others the great Hardanger Fjord, the Sogne Fjord, almost a mile deep, the Nord Fjord, noted for its glaciers, and the Stor Fjord, with its branch, the Geiranger Fjord, having a multiplicity of cascades.

There are towns and cities of unusual interest—picturesque Christiania with its recently excavated Viking ships and spectacular trip to the summit of Holmenkollen; Bergen with its Banqueting Hall, built by King Haakon in the thirteenth century; Trondhjem, the ancient Viking capital, where Kings of Norway are crowned; Hammerfest, the most northern city in the world, and beyond it that farthest headland of Europe, the North Cape, which may be climbed by a zigzag path from Hornvik Bay.

A voyage northward, skirts the Lofoten Islands with their old Norse traditions and at Lyngen Fjord enables the tourist to see the settlement of the Nomadic Lapps with their reindeer herds.

For scenery, historic association and racial interest, Sweden is a delightful country for the summer tourist. Closely linked with Norway—it is only an overnight trip between Christiania and Stockholm—tours combining both lands can be arranged conveniently.

Gothenburg is an important ocean gateway, while the Swedish State Railways provide a direct route from Stockholm to Berlin or Hamburg via train ferries between Trelleborg, Sweden, and Sassnitz in Germany.

Swedish scenery ranges between the pastoral beauty of Scania, the lake region of Dalecarlia, to the stern mountainland of Lapland. One of the most varied and unusual water trips in the world is that through the Gota Canal, between Gothenburg and Stockholm, including 240 miles of rivers, lakes, canals, medieval castles, quaint towns, waterfalls and forests.

Gothenburg, which celebrated its three hundredth anniversary last summer, is superbly located with broad canals, busy quays and a world-famous park. Stockholm has numerous canals, the Royal Palace, Zoological Gardens, museums and delightful variety of water trips.

The visit to Scandinavia should include also Denmark. Copenhagen, twenty-four hours by rail from Stockholm, a brilliant city of Continental atmosphere and with direct rail service to Hamburg or Berlin.

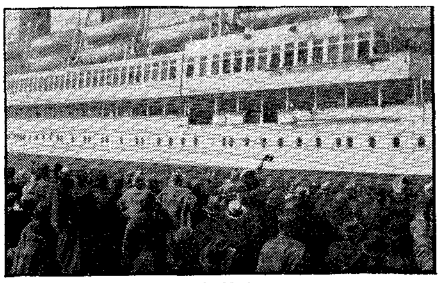
For those who have the opportunity, a visit to Iceland is an experience out of the ordinary. From the time the steamer enters Reykjavik on Faxa Fjord, the tourist is in the land of Norsemen and Vikings. Glaciers and volcanic formations contribute to the scenic interest. Both the Norwegian Government Railways and the Swedish State Railways publish attractive land and water tours of various periods for their respective countries.

From May to the end of September Switzerland's scenery, Alpine flora, and summer amusements are ideal. The following outline of essential points of interest in the summer itinerary has been prepared by Frederick Dossenbach, author of "How to See Switzerland" (Strechert).

"Geneva with its classical lake and excursions to Mont Blanc region; Martigny, starting-point of the Martigny-Chamonix Railway, leading through a picturesque and romantic Alpine district facing the Mont Blanc range rising above Chamonix; Gstaad and Kandersteg, picturesque mountain villages in the Bernese Oberland, served by the international electric Loetschberg-Simplon line; Interlaken, the garden spot of the Bernese Oberland, with the Jungfrau Railway carrying you to the Top of the World; Zermatt, reached via the electric Loetschberg Railway and Visp, basking at the foot of the Matterhorn with excursion by rail to the Gornergrat, offering one of the grandest panoramas in the world; Lausanne-Ouchy, chief point on the Simplon line, facing the Savoy Alps, headquarters for excursions in all directions; Montreux-Territet-Glion, Byron's country, with Lake Leman and excursions to the Castle of Chillon into the Gruyere Valley, and Rochers-de-Naye; Lugano in the Swiss-Italian lake district, a floral paradise, basking in perennial sunshine; Lucerne, its loveliness proverbial, an excursion center of Central Switzerland; Zurich, the country's metropolis at the portals of the Alps, known as 'Athens on the Limmat'; The Grisons, with its 150 valleys, an Alpine wonderland, where an invigorating climate, curative springs and sport advantages have made world-famous its St. Moritz, Pontresina, Davos, and other resorts."

The Italian lake region of the north with its incomparable Como and Garda is only a few hours' journey from Lucerne or Geneva in Switzerland. Turin is sometimes styled the Detroit of Italy; Milan contains one of the world's most beautiful cathedrals; Venice "the Queen of the Adriatic" and Rome "the Eternal City" are unfailing in tourist interest, while Naples with its neighboring Pompeii, Capri, Sorrento or Amalfi, should not be omitted from the itinerary.

In colorful Spain are Madrid with its museums, galleries and brilliant Prado; Seville, from which may be visited the Grenada immortalized by Washington Irving, and Barcelona, the industrial capital.



Courtesy International Mercantile Marine

BON VOYAGE!

## SUMMER STEAMSHIP ARRANGEMENTS

Besides the scores of other vessels which will carry the greatest volume of European travel, since the war, overseas this summer, the following leading steamships will maintain summer service over popular routes.

The Cunard Line's *Berengaria*, *Mauretania*, and *Aquitania* will maintain the Cherbourg-Southampton express service.

The White Star express steamers *Majestic*, *Olympic*, *Homeric* will engage in the New York-Cherbourg-Southampton trade.

The premier French liners *Paris* and *France*, the latter reconditioned and converted into an oil-burner, will operate on the New York-Plymouth-Havre route.

The steamship *Leviathan* will be in service between New York, Cherbourg and Southampton by the United States Lines.

The United American Lines and Hamburg-American Lines operating in conjunction will sail their *Resolute*, and *Reliance* on the Cherbourg-Southampton-Hamburg route, and the new *Albert Ballin* and *Deutschland* on the New York-Southampton-Hamburg route.

The Holland-America Line's new steamships *Veendam* and *Volendam* with the *Rotterdam*, *New Amsterdam* and *Ryndam* will sail from New York to Plymouth, Boulougne-sur-Mer and Rotterdam.

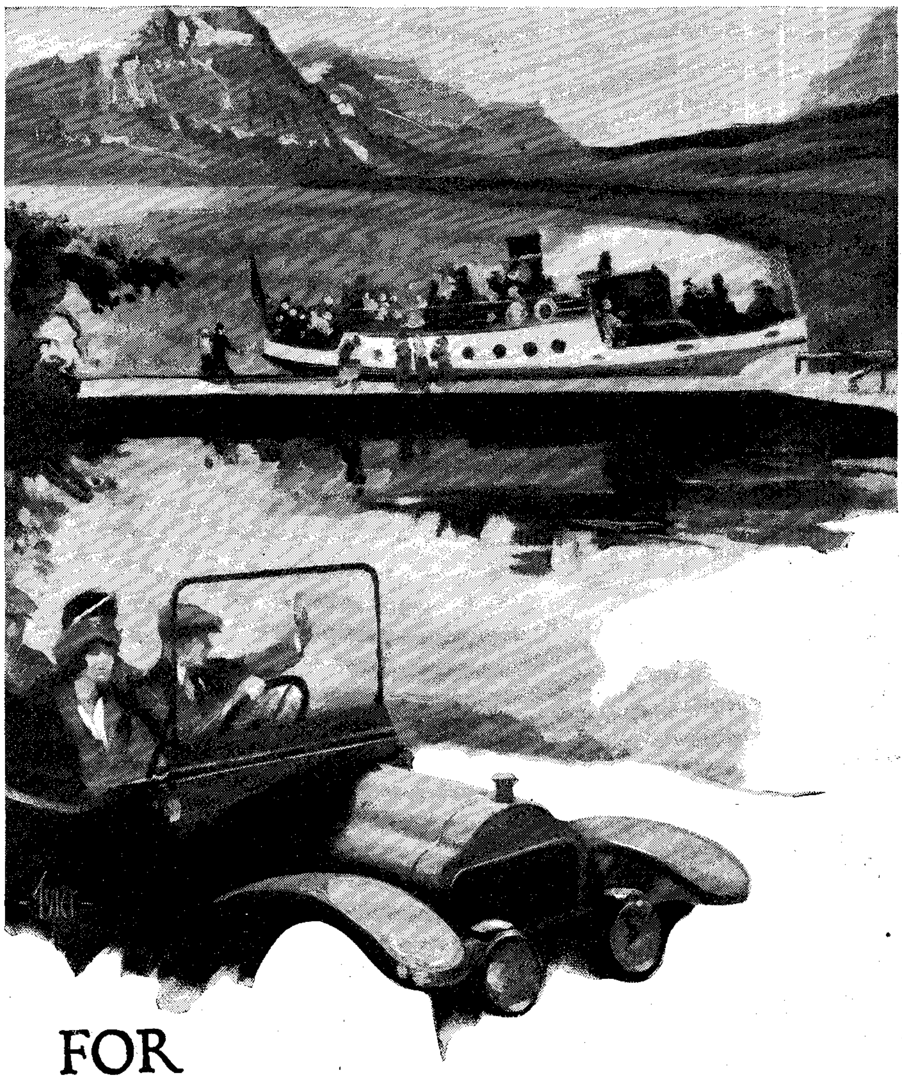
Three new vessels will operate in the New York-Plymouth-Cherbourg-Bremen service of the North German Lloyd, headed by the new 39,000-ton *Columbus* and including the *Stuttgart* and *Muenchen*.

The Navigazione Generale Italiana will have its new *Duilio* and the *Colombo* and *Guilio Cæsare* on the New York-Naples-Genoa route, while to Naples and Genoa will steam the *Conte Verde* and *Conte Rosso* of the Lloyd Sabaudo.

The Royal Mail Steam Packet will maintain its "O" fleet between New York-Cherbourg-Southampton and Hamburg.

Two of the leading tourist agencies will conduct specially chartered summer cruises in addition to the individually escorted tours service maintained by them and numerous other tourist organizations. Thomas Cook and Son have chartered the Cunard-Anchor liner *Tuscania* for a tour, leaving New York on July 3, including in the itinerary Madeira, Gibraltar (with optional tours to Granada and the Alhambra) Malaga, Monaco, including Monte Carlo and Nice, Genoa with overland tours to the Italian Lakes. Switzerland, Rome and Florence, Naples including Pompeii and optional tours to Capri, Sorrento, Amalfi and Vesuvius, Venice, Athens, Constantinople, Holy Land, including Beirut, Haifa, Jaffa, Jerusalem, and optional tours to Ballbek, Damascus, Nazareth, Tiberias, Sea of Galilee, etc. Egypt, including Alexandria, Cairo and environs.

Raymond & Whitcomb Company have chartered the Cunard Line's steamship *Franconia* for a special cruise to the "Lands of the Midnight Sun," leaving New York, June 26, and sailing direct to Iceland, thence to the North Cape and along the Norwegian Fjords to Bergen, whence it proceeds to Boulogne (for Paris) and to Southampton (for London) arriving on July 21. Passengers have an opportunity to prolong their visit on the Continent or in the British Isles, as return Atlantic passage is furnished on any of the regular sailings of the Cunard Line.



FOR
*all the family to enjoy—*

*"See America FIRST"*

GREAT NORTHERN

Glacier
NATIONAL PARK

*Open June 15 to September 15*

Rest comfortably on the deck of a steam launch cruising through crystal-clear waters in the shadows of the mountains. Glacier Park and its natural beauties call you. Go out this summer—enjoyment for all the family. Ride horseback—motor—fish—hike—camp. Picnic in flower-carpeted Alpine meadows. All expense tours—1 to 7 days—longer if desired. Modern hotels and rustic chalet camps—restful comfort and good meals.

Why not a Glacier-Yellowstone Park circuit tour?

**Visit Pacific Northwest**

Through trains from Chicago and Kansas City via Burlington Route—Great Northern Railway [main line] to Glacier Park, Spokane, Seattle, Tacoma and Portland. Free side trip to Vancouver, B. C. and return from Seattle if you wish. En route to Pacific Northwest. Alaska or California visit Lake Chelan and Rainier and Crater Lake National Parks. *Summer tourist fares.*

*For free booklets or information apply any ticket or tourist agent or offices Great Northern Railway.*

226 West Adams Street
Chicago, Ill.

205 Empire Building
Pittsburgh, Pa.

Longacre Building
New York, N. Y.

516 Railway Exchange
Kansas City, Mo.

A. J. DICKINSON, Passenger Traffic Manager, St. Paul, Minn.

**GREAT NORTHERN RY.**

***Route of the NEW Oriental Limited***

**Finest train to Pacific Northwest**

BIENVENUE A QUEBEC

**Romance — its empire!**

Amazing, amazing! this Chateau Frontenac...Your caleche takes you past Normandy houses—up, up, up! Suddenly, bursts into view a castle. Towers, turrets, archways. A soaring keep that rules the sky...Thus far, a corner of the oldest Old World...You enter. The scene changes. You are in a hotel of the newest New World. An imposing rotunda. Grand stair-case. Louis XIV ball-room, radio lounge. Three restaurants, library, writing rooms. Express elevators leading to 800 rooms with bath...To find such a hostelry in such a place—that is what startles, overwhelms, finally delights.... Canadian Pacific, 342 Madison Avenue, at 44th Street, New York. 71 East Jackson Boulevard, Chicago, Ill. Or write Chateau Frontenac, Quebec, Canada.

Greater CHATEAU FRONTENAC
THE CANADIAN PACIFIC HOTEL
ATOP OLD QUEBEC

## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

A development in transatlantic passenger service coming into growing popularity is the cabin ship in which there is but one class above the steerage. This type of vessel meets the demand of professional men and women, students, and families of moderate means, with whom the segregation of the ordinary "second class" is distasteful.

"For the average traveler who enjoys the run of the ship" there is "no more satisfactory or comfortable type of vessel," says an editorial writer in *Marine Engineering*. And he adds:

"The main differences between the standard type of Atlantic liner and the cabin ship lie first, in speed, and second, in the extent and elaborateness of accommodation. For most tourists a day or two of additional time spent at sea is an added attraction and certainly no hardship. So far as accommodations are concerned, the staterooms on the cabin ships are smaller than the first-class rooms on the regular liners, but are better located and less crowded than the second-class rooms on the latter vessels. In fittings and appointments there is little left to be desired by the cabin ships and the quarters are at least equal, and in many respects superior, to the first-class accommodation on the crack ships of ten or fifteen years ago."

Each of the prominent North Atlantic lines is adding cabin ships in increasing numbers. From Canadian ports the Canadian Pacific is operating a fleet of eleven "Monoclass;" the White Star Dominion Line four cabin vessels and the Cunard three. A veritable armada of cabin ships is sailing from American ports. The French Line's new *De Grasse* going into commission next month will be one of nine cabin ships under this management. The new American steamship *Republic* of the United States Lines is one of several cabin ships operated by this management. Five well-appointed steamers of the North German Lloyd are under the "cabin" classification. Seven ships of the International Mercantile Marine are of the single class type. The joint United American-Hamburg American Lines have five cabin vessels in service, while the Cunard Line have eight vessels of this type.

### TRANSATLANTIC SUMMER STEAMSHIP SERVICES

| *Ports* | *Sailings* | *Lines* |
|---|---|---|
| New York, Cherbourg & Southampton | Weekly | Cunard Line<br>U. S. Lines<br>White Star Line |
| New York and London | Fortnightly | Atlantic Trans. Line |
| New York, Plymouth, Cherbourg, Bremen | Weekly | U. S. Lines |
| New York, Queenstown and Liverpool | Weekly | White Star Line<br>Cunard Line |
| New York, Plymouth, Cherbourg, Antwerp | Weekly | Red Star Line |
| New York, Londonderry and Glasgow | Weekly | Cunard-Anc. Line |
| New York, Plymouth, Boulogne, Rotterdam | Weekly | Holland-Am.Line |
| New York, Plymouth, Cherbourg and Hamburg | Weekly | American Line |
| New York, Cherbourg, Southampton and Hamburg | Weekly | United Am. Lines |
| New York, Plymouth and Havre | Weekly | French Line |
| New York, Plymouth, Cherbourg and Bremen | Weekly | North German Lloyd |
| New York and Hamburg | 4 monthly | Hamburg-Am. Line<br>United Am. Lines |
| New York, Cherbourg, Southampton, Hamburg | Weekly<br>2 monthly | Royal M. St. P. Co.<br>White Star Line |
| Boston, Queenstown & Liverpool | Fortnightly<br>About every 3 weeks | Cunard Line<br>Leyland Line |
| Philadelphia and Liverpool | Monthly | White Star Line |
| New York, Bergen, Stavanger, Christiansand, Christiania | | |
| New York and Gothenburg | 2 monthly<br>2 in June<br>3 in July<br>3 in Aug. | Norwegian-Am. Line<br>Swedish-Am. Line |
| New York, Christiansand, Christiania and Copenhagen | 3 monthly | Scandinav.-Am. Line |
| New York to Iceland, North Cape and Norwegian Fjords (Cruise) | June 26th | Raymond & Whitcomb Co.<br>S.S. "Franconia" |
| New York to Mediterranean (Cruise) | July 3rd | Thomas Cook & Son<br>"S.S. Tuscania" |
| New York, Mediterranean and Adriatic | About mo. | Cosulich Line |
| New York, Naples and Genoa | 2 monthly | Navi.Gener. Italiana |
| New York, Mediterranean Ports | About ev. 3 weeks | Fabre Line |
| New York, Palermo, Naples and Genoa | About mo. | Transatlan. Italiana |
| New York, Naples and Genoa | Monthly | Lloyd Sabaudo |
| Montreal, Quebec and Liverpool | Weekly | White St.-Do. Line |
| Montreal, Quebec, Liverpool, Belfast, Glasgow, Cherbourg, Southampton, Antwerp | Fortnightly | Can. Pac. S. S., Ltd. |
| Quebec, Cherbourg, Southampton and Hamburg | Fortnightly | Can. Pac. S. S., Ltd. |

### TRANSPACIFIC SUMMER STEAMSHIP SERVICES

| *Ports* | *Sailings* | *Lines* |
|---|---|---|
| Vancouver, Victoria and the Orient | Fortnightly | Can. Pac. S. S., Ltd. |
| Vancouver, Hawaii, Fiji Islands, New Zealand, Australia | Monthly | Can. Aus. R. M. Li. |
| Seattle and Hawaii | 35 Days | Matson Nav. Co. |
| Seattle and the Orient | 12 days<br>2 in June<br>3 in July<br>3 in Aug. | Admiral Ori'l Line<br>Nippon Yu. Kai. Li. |
| San Francisco and Hawaii | Weekly | Matson Nav. Co. |
| San Francisco and the Orient | Fortnightly | Toyo K. Kai. Line |
| San Francisco, New Zealand and Australia | 28 Days | Union S.S. Co., N.Z. |
| San Francisco, Hawaii, Samoa and Australia | Monthly | Oceanic S.S. Co. |
| San Francisco, Hawaii and the Orient | Fortnightly | Pacific Mail S.S. Co |
| San Francisco, Hawaii, the Orient, and Around the World (from New York via Panama Canal) | Fortnightly | Dollar S. S. Line |
| Los Angeles and Hawaii | Fortnightly | Los Angeles S.S. Co. |

### AMERICA'S NATIONAL PLAYGROUNDS

"When the National Park Service, founded to conserve the scenery and wild life for the enjoyment of future generations, was organized early in 1917, there came under its control fifteen national parks and nineteen national monuments," says Stephen T. Mather, Director, National Park Service, writing in *The World's Work*. "There have since been created four more national parks and ten additional national monuments. The parks have a total area of 7,277,765 acres, and monuments contain 1,163,893 acres."

From sea-girt Lafayette on the island of Mount Desert, off the Maine coast, to the steaming crater of Kileaua crowning Hawaii, our National Parks, National Monuments and National Forests provide an infinite variety of scenic charm, natural wonder, and historic interest. Here are mountain trails, medicinal springs, great caverns, mighty canyons, glaciers, volcanoes, active and inactive, ruins of prehistoric races, giant trees which began their life in the year 2080 B. C. and wild life protected from molestation.

"Educational opportunities abound in the Parks," says Mr. Mather. "They are our great outdoor museums for nature study. We have what is called nature guide service. The guides accompany visitors on walks arranged to suit the age and strength of the participants, for the purpose of studying the living and growing things in the parks. There are nightly lectures and camp-fire talks at the hotels and camps, and in the public camp grounds, on the geology, biology, and botany of the parks. A beginning has been made toward the establishment of museums in the parks."

Three new National Monuments have been created since last summer, Carlsbad Cave, including the largest and in many respects most magnificent cavern in the country; Bryce Canyon, containing amazing rock formations, and Craters of the Moon, a lava wonderland.

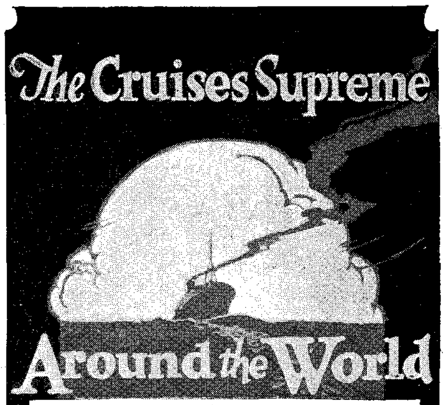
On the pages following we publish a complete table of American and Canadian National Parks and American National Monuments with locations, gateways, routes and brief hints of their characteristics. There will be found in this issue also a complete list of American National Forests with their locations and acreages.

## NATIONAL PARKS OF THE UNITED STATES

| *Name* | *Location* | *Nearest Rail Approach* | *Characteristics* |
|---|---|---|---|
| Lafayette. | Mt. Desert Island. | Mt. Desert Ferry, Maine Central System. | Forest-clad mountains, picturesque bays, superb seascapes. |
| Hot Springs. | Central Arkansas. | Hot Springs, Rock Island & Missouri Pacific Systems | 46 medicinal springs, with a total flow of 800,000 gallons daily, with 20 bath-houses under public control. |
| Platt. | Southern Oklahoma. | Sulfur, Okla., Santa Fe System and Frisco Lines | Numerous sulfur and non-mineral springs in mountainous region of scenic attractions. |
| Sully's Hill. | Northeastern North Dakota. | Devils Lake, N. D., Great Northern R'y., and Soo Line. | Region of forest and stream on the south shore of Devils Lake, including an important wild-animal preserve. |
| Wind Cave. | In Black Hills, Southwestern South Dakota. | Hot Springs, S. D., Burlington and Chicago & Northwestern routes. | Containing a cavern with miles of galleries and many chambers of marvelous natural formations. |
| Rocky Mountain. | In the Rockies of north middle Colorado. | Boulder, Denver & Interurban and Colorado & Southern; Longmont, Burlington Route and Colo. & South.; Loveland on Colo. & South.; Fort Collins on Union Pacific and Colorado & Southern. | In the heart of the Colorado Rockies with 400 square miles of territory including 51 peaks exceeding 10,000 feet in altitude, 200 mountain lakes, canyons, live glaciers, waterfalls, native forests and profuse wild flowers. |
| Yellowstone. | Wyoming, Montana and Idaho. | Gardiner, Northern Pacific; Cody, Burlington Route; West Yellowstone, Union Pacific; Lander, Wyo., Chicago & Northwestern. | Containing more geysers than in all the rest of the world combined, boiling springs, mud volcanoes, petrified forests, canyons, lakes, cataracts, forests teeming with wild life. |
| Glacier. | Northwestern Montana. | Glacier Park Station and Belton, Mont., on Great Northern Railway. | A region of mountain grandeur with 250 glacier-fed lakes, 60 glaciers, precipices thousands of feet deep, innumerable streams, dense forests. |
| Mesa Verde. | Southwestern Colorado. | Mancos, Col., Denver & Rio Grande Western, Gallup, N. M., Santa Fe System | Among America's most notable and best preserved prehistoric cliff dwellings built into walls of rocky canyons. |
| Grand Canyon. | North Central Arizona. | Grand Canyon Station, Santa Fe System; North Rim motor stage from Cedar City on Union Pacific. | The world s most sublime and awe-inspiring chasm, stupendous in proportions, magnificent in colorings, fascinating in its lights and shadows—a masterpiece of scenic wonder. |
| Zion. | Southwestern Utah. | Cedar City, Utah, Union Pacific System. | A gorge of from 800 to 2,000 feet depth, its precipitous walls resplendent with brilliant colorings. |
| Sequoia. | Middle Eastern California. | Exeter or Visalia, Cal., Santa Fe and Southern Pacific. | The Big Tree National Park—several hundred Sequoias more than 10 feet in diameter, some 25 to 36 feet. |
| General Grant. | Middle Eastern California. | Fresno, Sanger, or Visalia, Santa Fe or South. Pacific. | Created to preserve the giant tree "General Grant," 35 feet in diameter, and many other forest monarchs. |
| Yosemite. | Middle Eastern California. | Merced on Southern Pacific and Santa Fe Systems, thence to El Portal. | A valley of surpassing scenic beauty in the heart of the Sierras with lofty cliffs, towering waterfalls, crystalline lakes, groves of big trees. |
| Lassen Volcanic. | Northern California. | Redding, Cal., on Southern Pacific; Paxton, Cal., Western Pacific. | Contains Lassen Peak, 10,465 feet, only active volcano in the United States proper. |
| Crater Lake. | Southern Oregon. | Medford or Klamath Falls, Ore., Southern Pacific. | A deep and opalescent lake, walled by snow-capped mountains, filling a prehistoric crater. |
| Mt. Rainier. | West Central Washington. | Ashford on Chicago, Milwaukee & St. Paul System. | From the great mountain radiate 28 glaciers, 48 square miles of these 50 to 500 feet thick. Sub-Alpine flora. |
| Mt. McKinley. | South Central Alaska. | Mt. McKinley Park Station U. S. Alaska Railroad. | 2,645 square miles of untouched nature over which towers Mt. McKinley, highest American peak. |
| Hawaii. | Hawaiian Islands. | Inter-island steamers from Honolulu. | Three separate areas including three world-famed volcanoes, Kilauea and Mauna Loa, island of Hawaii, and Haleakala on the island of Maui. |

## CANADIAN NATIONAL PARKS

| *Name* | *Location* | *Nearest Rail Approach* | *Characteristics* |
|---|---|---|---|
| Rocky Mountain. | Alberta, east slope of Rockies. | Banff, Alberta, Canadian Pacific Ry. | Sublime scenery of Canadian Rockies. |
| Yoho Park. | British Columbia, west slope of Rockies. | Field, B. C., Canadian Pacific Ry. | Cateracts, glaciers, peaks, natural bridge. |
| Glacier. | British Columbia, summit of Selkirks. | Glacier, B. C., Canadian Pacific Ry. | Glaciers, forests, Alpine flowers, caves, lakes. |
| Revelstoke Park. | British Columbia. | Revelstoke, B. C., Canadian Pacific Ry. | Mt. Revelstoke, panoramic views. |
| Kootenay Park. | British Columbia. | Banff, Alberta, Canadian Pacific Ry. | Rivers, canyons, lakes, hot springs. |
| Jasper Park. | Northern Alberta. | Jasper, Alberta Canadian National Rys. | Peaks, glaciers, canyons, lakes. |
| Waterton Lakes Park. | Southern Alberta, adjoining U. S. Glacier Park. | Waterton Lakes, Alberta, Cardston, Canadian Pacific Ry. | Mountains, lakes, waterfalls., |
| St. Lawrence Islands Park. | St. Lawrence River. | Brockville or Morrisburg. | 13 islands among Thousand Islands Group. |
| Broder Park. | St. Lawrence River. | Brockville or Morrisburg. | Island opposite Morrisburg. |
| Pt. Pelee Park. | Lake Erie. | Leamington, Ontario, Michigan Central and Pere Marquette. | Summer resort and bird reserve. |
| Vidal's Point Park. | Saskatchewan. | Lebret, Sas., Canadian National Railways | Recreational area on Lake Katepwa. |



New Scenes
Different People
Fresh Experiences
Out of the Every Day Rut

One of the greatest opportunities yet offered is presented in the wonderful globe circumnavigation of 130 days by the famous Cunard Cruising Steamer "FRANCONIA."
A Cruise the memory of which will last a lifetime.

*Imagine what it will mean* to get away for a time—rub an Aladdin's Lamp and have an entirely new illumination on life; move for a few weeks or months amid fresh surroundings; meet people of other lands; note their habits, customs, characteristics—broaden your own horizon by learning at first hand of people on the other side of the world and how they live.

*Sailing January 22*
*Returning May 31*

To the
**MEDITERRANEAN**
67 Days Cruising
on the giant White Star Liner
"HOMERIC"
*Sailing January 24*
*Returning April 1*

Full information on request.

*USE COOK'S TRAVELER'S CHEQUES*

**THOS. COOK & SON**
NEW YORK
585 Fifth Ave. (*Near 47th St.*) 253 Broadway (*Opp. City Hall*)
Boston Philadelphia Chicago
San Francisco Toronto Los Angeles
Montreal Vancouver

# What every Ford needs

LET us show you exactly why your Ford engine operates best on a clean-burning oil, such as Gargoyle Mobiloil "E."

(POINT 1)

First, you pour in the oil. Your Ford manual tells you to open the top pet-cock on the oil reservoir, and to pour oil into the filler until it runs from this top pet-cock.

Suppose you pour in an oil *heavier* than "E." It is easy to supply too much, unless the oil flows out freely when the upper pet-cock level is reached. Heavier-bodied oils flow sluggishly. Consequently there is a danger of over-supply.

***When you pour in Gargoyle Mobiloil "E", it runs out at once when the oil is up to the pet-cock level. The correct oil level is obtained with certainty.***

(POINT 2)

But possibly you do not think that this over-supply of oil makes any difference. Well, let us see what happens.

You notice that there is no splash trough for the rear cylinder. It is lubricated by the fly-wheel splash. (The third cylinder also receives some of this splash.)

If there is *too much* oil in the reservoir there will be too much oil splashed to the third and fourth cylinders. From the cylinder walls this excessive amount of oil reaches the combustion chambers where it is burned up.

With an over-supply of oil heavier than "E", don't be surprised if you find extra heavy carbon deposits in these rear cylinders.

***The exceptionally clean-burning character of Gargoyle Mobiloil "E" minimizes the tendency toward carbon formation in the combustion chambers.***

(POINT 3)

Next let us look at the connecting rods and splash troughs. Cylinders 1, 2 and 3 are lubricated by the dipping of the connecting rods into the troughs underneath. Remember that these connecting rods have no oil holes, no oil grooves, no dippers. To lubricate the friction surfaces the oil must work its way through the close clearances between the ends of the bearings and the crank cheeks, and then distribute itself over the bearing surfaces.

***Gargoyle Mobiloil "E" is sufficiently fluid to reach and lubricate these surfaces with ease. An incorrect or heavier oil very often does not.***

(POINT 4)

Next, let us consider the pistons. The Ford pistons over-run the top of the cylinder bore. Consequently, any oil carried up by the piston rings is forced into the valve chambers. A heavy oil does not burn up readily, but remains to gum the valves.

***Gargoyle Mobiloil "E", being a clean-burning oil, is readily consumed and expelled. It does not remain to foul the valves, seats, and stems.***

(POINT 5)

The Ford multiple disc clutch runs "wet"—is continually in a spray of engine oil. All manufacturers of this type of clutch recommend an oil which will give positive, quick engagement with no slipping, and an instantaneous release.

Heavier oils used in Ford engines cause a drag between the clutch plates. "Creeping" is the result. The car starts ahead when the engine starts, although the clutch is released.

***Gargoyle Mobiloil "E" gives positive and immediate clutch engagement and disengagement. There is no "creeping."***

(POINT 6)

Just a word about the transmission. In the Ford you have a Planetary transmission employing three *close-fitting* sleeves, mounted on an extension of the crank-shaft. A heavy-bodied oil is not well adapted to work into and thoroughly lubricate the sleeves and bearings.

***The body and character of Gargoyle Mobiloil "E" enable it to distribute thoroughly and meet this lubrication need perfectly.***

(POINT 7)

As to the transmission gears: There are three sets of triple gears mounted on close-fitting pivots. These gears are bronze bushed. The bearings fit tightly—in fact, so tightly that oil heavier than "E" is handicapped in working into and correctly lubricating the bushings and pins.

***Gargoyle Mobiloil "E" is of such body that it freely creeps in between the close-fitting parts and thoroughly lubricates the gears and bearings.***

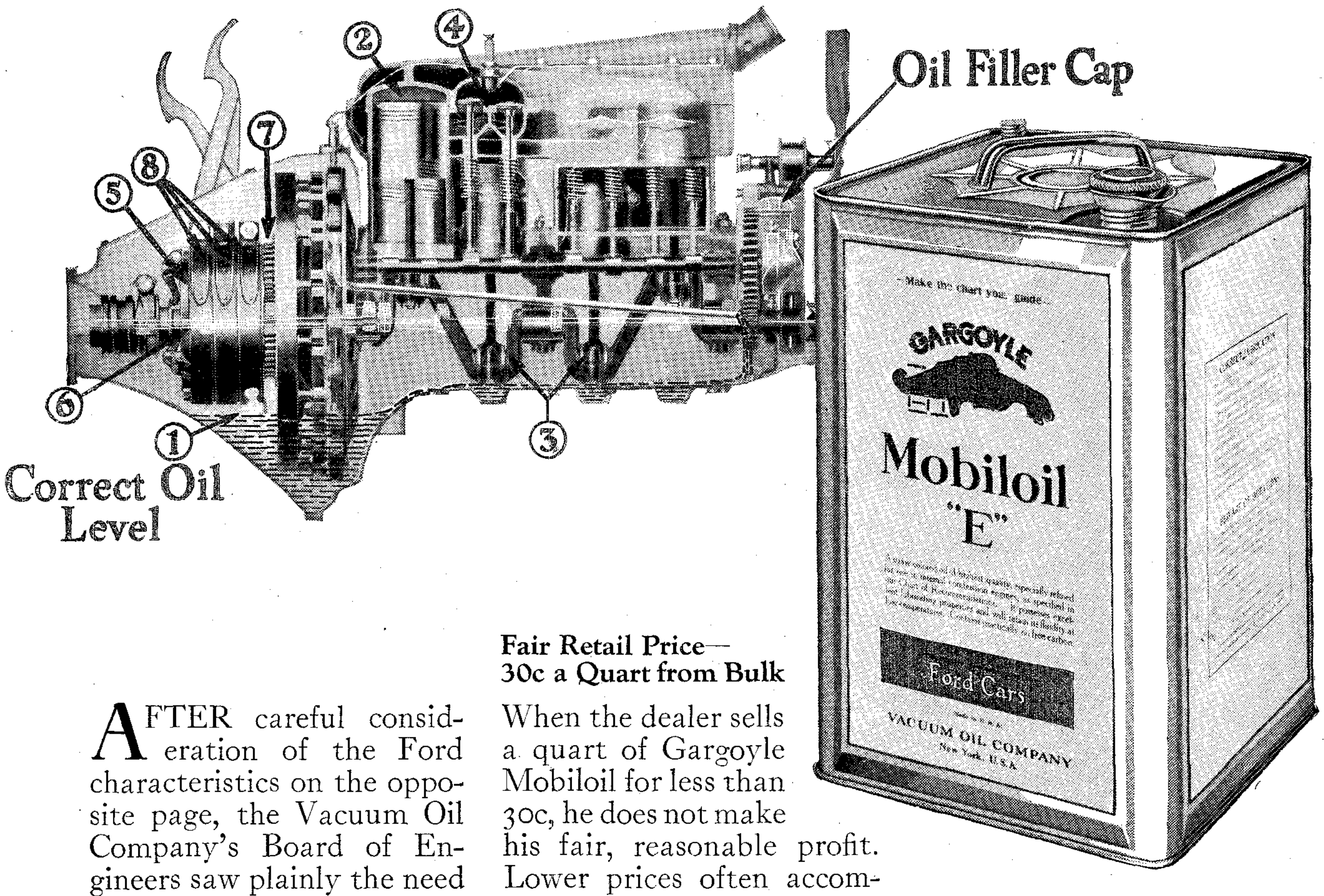
(POINT 8)

Chattering of Ford transmission bands comes from incorrectly adjusted bands or worn out linings, and is aggravated by unburned fuel mixed with the lubricating oil. In such cases the diluted oil should be replaced with fresh oil and the bands correctly adjusted or the linings renewed. To attempt to remedy such mechanical conditions by the use of so-called "anti-chattering oils" containing foreign material which may separate, or lard oil, wool grease or other animal fats which decompose under heat, is obviously wrong and likely to cause gumming of the valve stems, carbon deposit and other troubles.

***Gargoyle Mobiloil "E" is free from foreign material and animal fat. Its use and proper attention to the adjustment and renewal of the bands will give the greatest possible freedom from chattering. At the same time it will correctly lubricate the engine.***

***Domestic Branches:***
New York (*Main Office*)
Indianapolis
Milwaukee
Boston
Minneapolis
Albany
Chicago
St. Louis
Buffalo
Philadelphia
Des Moines
Rochester
Detroit
Dallas
Oklahoma City
Pittsburgh
Kansas City, Mo.
Peoria
New Haven
Portland, Me.
Springfield, Mass.

# —And Why—



AFTER careful consideration of the Ford characteristics on the opposite page, the Vacuum Oil Company's Board of Engineers saw plainly the need for a free-flowing oil of high quality, and with minimum carbonizing tendencies.

To meet these exacting needs of the Ford engine, clutch, and transmission, Gargoyle Mobiloil "E" is manufactured.

The results secured by Ford owners through the use of Gargoyle Mobiloil "E" is ample proof of the high quality of this oil and the correctness of this recommendation.

Put Gargoyle Mobiloil "E" in your Ford today.

**Fair Retail Price—
30c a Quart from Bulk**

When the dealer sells a quart of Gargoyle Mobiloil for less than 30c, he does not make his fair, reasonable profit. Lower prices often accompany substitution of low-quality oil for genuine Gargoyle Mobiloil.

Prices are slightly higher in Canada, the Southwest, and the Far West.

By buying in sealed 1-gallon and 5-gallon cans, or in the 15-gallon or larger steel drums, you can get genuine Gargoyle Mobiloil for *less* than 30c a quart. The 5-gallon and 15-gallon containers are particularly suited to the car owner who has his own home garage.

**For your Touring Needs**

Gargoyle Mobiloil in the new convenient one-quart can at 35c each, or 3 for $1.00, is now on sale in the New England States, New York, Pennsylvania, and the Middle Western States. As far as production will permit, this package will be placed on sale elsewhere.

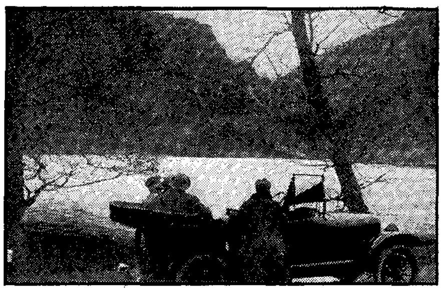
Put one or two one-quart cans under the seat. A handy refill when your oil gets low along the road. Be prepared!

# Use Gargoyle Mobiloil "E" for your Fords

**VACUUM OIL COMPANY**

## NATIONAL MONUMENTS OF THE UNITED STATES

| *Name* | *Location* | *Approaches* | *Characteristics* |
|---|---|---|---|
| Katmai | Southern Alaska | Steamships from Seattle to Kodiak | Volcanic interest including "Valley of 10,000 smokes" |
| Old Kasaan | Near Ketchikan, Alaska | Steamships, Seattle to Ketchikan | Abandoned Indian village with totem poles, etc. |
| Sitka | Southeastern Alaska | Steamships, Seattle or Vancouver. | Natural park with numerous totem poles |
| Casa Grande | Southern Arizona | Casa Grande, Arizona, Southern Pac. | Most noteworthy prehistoric relics in the United States |
| Montezuma Castle | Central Arizona | Clarkdale, Ariz., Santa Fe System | Prehistoric cliff dwelling in vertical cliff |
| Navajo | Northern Arizona | Gallup or Flagstaff, N. M., Santa Fe Sys. | Pueblo or cliff-dweller ruins, well preserved. |
| Papago Saguaro | South Central Arizona | Phoenix or Tempe, Ariz., Southern Pac. | Collection of desert flora, rocky formations. |
| Petrified Forest | Eastern Arizona | Adamana or Holbrook, Santa Fe | Coniferous trees turned into stone. |
| Tonto | South Central Arizona | Globe, Arizona, Southern Pacific | Cliff-dweller ruins similar to the Gila dwelling |
| Tumacacori | Southern Arizona | Tucson, Southern Pacific System | Ruin of the ancient Franciscan Mission |
| Walnut Canyon | North Central Arizona | Flagstaff, Ariz., Santa Fe System | Many well-preserved cliff dwellings |
| Cabrillo | Point Loma California | San Diego, South. Pacific and Santa Fe | Commemorating the discoverer, Juan Rodriguez Cabrillo |
| Devil Postpile | Central California | Fresno via Northfork, So. Pacific | Hexagonal basaltic columns similar to Giant's Causeway |
| Muir Woods | Near San Francisco | Mt. Tamalpais & Muir Woods, R. R. | One of California's most noted redwood groves |
| Pinnacles | South Central California | Soledad or Hollister, Southern Pac. | Remarkable spire-like rock formations. |
| Colorado | Western Colorado | Grand Junc. Denver Rio Grande West'n | Lofty monoliths of great scientific interest |
| Wheeler | Southern Colorado | Creede, Denver & Rio Grande West. | A scenic wonder, example curios, erosion, volcanic action |
| Yucca House | Southwestern Colorado | Mancos, Denver & Rio Grande West'n | Ruins of archeological interest |
| Chickamauga & Chattanooga | Georgia and Tennessee | Directly or connection Southern roads | Scenes of great Civil War battles of 1863 |
| Craters of the Moon | Southwestern Idaho | Areo, Union Pacific | Thirty-nine sq. miles of lava wonderland |
| Lincoln's Birthplace | Northern Kentucky | Hodgenville, Ky., Illinois Central | Contains log cabin where Lincoln was born |
| Mound City Group | Ohio | Chillicothe, B. & O. and Norfolk & W. | Famous group of prehistoric mounds in Camp Sherman Military Reservation |
| Antietam Battlefield | Western Maryland | Antietam, Md., on Norfolk & Western | Enclosing field of the battle of Antietam |
| Vicksburg | Western Mississippi | Vicksburg, Miss., Southern roads | Scene of siege and surrender of Vicksburg |
| Big Hole Battlefield | Southwestern Montana | Divide, Mont., Union Pacific | Site of battle of 1877, between U. S. troops and Indians |
| Lewis & Clark Cavern | Western Montana | Temporarily closed to public | Immense cavern with wonderful formations |
| Scotts Bluff | Western Nebraska | Gering, Nebr. Union Pacific | A region of pioneer-day memories. |
| Bandelier | North Central New Mexico | Santa Fe — Santa Fe and Denver Rio Grande West'n | Cliff-dweller ruins, artificial caves, stone sculpture, etc. |
| Capulin Mountain | Northeastern New Mexico | Folsom, Colorado & Southern | Cinder cone of geologically recent formation |
| Chaco Canyon | Northwestern New Mexico | Thoreau, N. M., Santa Fe System | Many ruins of interesting cliff dwellings |
| Gila Cliff Dwellings | Southwestern New Mexico | Silver City, via Pinos Altos, N. M., Santa Fe System | Well-preserved ruins of prehistoric cliff dwellings |
| Carlsbad Cave | Southeastern New Mexico | Carlsbad, Santa Fe System | Largest limestone caverns—amazing formations |
| El Morro | Western New Mexico | Gallup, N. M., Santa Fe System | Great rock with early Spanish inscriptions |
| Gran Quivira | South Central New Mexico | Mountainair, Santa Fe System | Ruins of early mission, also Pueblo ruins |
| Aztec | Northwestern New Mexico | Aztec, Denver, Rio Grande Western | Prehistoric ruin of Pueblo type containing 500 rooms |
| Verendrye | Northwestern North Dakota | Sanish, N. D., "Soo Route" | Includes Crowhigh Butte of historical interest |
| Guilford Courthouse | Northern North Carolina | Greensboro, N. Car. Southern Ry. | Scene of Revolutionary action of 1781. |
| Oregon Caves | Southwestern Oregon | Ashland or Grant's Pass, Ore., S. Pac. | Limestone caverns of great beauty partially explored |
| Gettysburg | Southern Pennsylvania | Gettysburg Western Maryland and Reading Systems | Including arena of Civil War's greatest battle |
| Jewel Cave | Southwestern South Dakota | Custer, S. D., Burlington Route | Limestone cavern of immense proportions |
| Fossil Cycad | Southwestern South Dakota | Minnekahta, Burlington Route | Deposits of plant fossils. |
| Shiloh | Southern Tennessee | Corinth, Miss. Mobile & Ohio; Ill. Central; South. Rys. | Natural park embracing famous battleground |
| Dinosaur | Northeastern Utah | Mack, Colo., Denver Rio Gr. Western | Deposits of fossil—remains prehistoric animals |
| Bryce Canyon | Southwestern Utah | Cedar City, U. P., Marysvale, D.R.G.W. | Countless array of fantastic pinnacles |
| Natural Bridges | Southeastern Utah | Mancos, Denver & Rio Grande West'n | Three natural bridges, largest of their kind |
| Hovenweep | Southcentral Col. and S. E. Utah | Mancos, Denver, Rio Grande West'n | Four separate groups of prehistoric towers, Pueblos, and cliff dwellings |
| Rainbow Bridge | Southern Utah | Flagstaff or Gallup, N. M. Santa Fe | Immense natural bridge, span 287 feet |
| Timpanogos Cave | Central Utah | American Fork, U. P. & D. & R. G. W. | Limestone cavern |
| Lehman Caves | Northeastern Nevada | Ely, Nevada Nevada Northern | Limestone caverns |
| Mount Olympus | Northwestern Washington | From Port Angeles, Seattle steamers | Many glaciers and formations of scientific interest |
| Devils Tower | Northwestern Wyoming | Moorcroft, Wyo., Burlington Route | 1,200-foot natural rock tower |
| Shoshone Cavern | Northern Wyoming | Near Cody, Wyo., Burlington Route | Large cavern of geological interest |



Courtesy of Boston & Maine R. R.

LAKE GLORIETTE, DIXVILLE NOTCH, WHITE MOUNTAINS

### SUMMER IN NEW ENGLAND

"Maine has the unique distinction of having within its own boundaries almost one-half of the tidal line of the Atlantic Coast in the United States," says the State's Official Guide. "In other words, in a straight line, from its most westerly point at Kittery to its most easterly point at Quoddy Head just beyond Eastport, the distance would measure 278 miles. In reality, however, because of the immense number of bays, coves and other indentations, the actual coast line of the State reaches the astounding figure of 2,486 miles. . . . The State has about 1,300 islands, the great majority of which are located along the coast, the largest being Mount Desert Island, which contains 60,000 acres and is noted for its superb scenery. . . . There are 5,151 rivers and streams in Maine having a place upon the State map, some being of great size, and navigable for long distances from the ocean. . . . Maine has 2,500 lakes, many of which are internationally famous. . . . Comparatively few people outside of Maine realize that the State is very mountainous in character and that its scenery, because of this fact, rivals in grandeur and picturesqueness any to be found throughout the United States, barring possibly a few notable exceptions like Colorado. Its highest mountain peak is Katahdin, located slightly north and east of Moosehead Lake, and 5,285 feet in height."

Among the coast resorts from south to north are Kittery, York Harbor, York Beach, Wells, Kennebunkport, Old Orchard Beach, Scarboro and Higgins Beaches, Portland and Casco Bay resorts, Bailey's and Orr's Islands, Bath and Kennebec resorts, Boothbay Harbor, Squirrel Island, Pemaquid, Monhegan Island, Rockland, Penobscot Bay resorts, Mt. Desert Island including Lafayette National Park, Bar Harbor, Machias and Passamaquoddy Bay summering places.

The most notable of Maine's innumerable lake resorts include Sebago Lake, Songo River Chain, Oxford County Lakes, Androscoggin Lakes, Belgrade Lakes, The Rangeleys, and Moosehead.

Maine's more important river playgrounds include those on the shores of Androscoggin, Kennebec and Penobscot.

New Hampshire is White Mountainland. Rising above the various ranges and peaks of this range is the loftiest summit of New England, Mt. Washington, 6,290 feet, the hub of an extensive playground. In the White Mountain region there are nearly a million acres of woodland, lake and stream included in the White Mountain National Forest. Hundreds of miles of motor roads and several rail pathways lead to many delightfully situated resorts. Excellent trails are already available and the Appalachian Mountain Club has opened the first of a series of shelters for hikers and mountain-climbers.

Bretton Woods, where you may golf under the brow of Mt. Washington, is a center of wealth and fashion. Near by is the venerable rail gateway of Fabyan, point of departure for the rail trip up Mt. Washington. In this locality, too, many summer visitors gather at Bethlehem and Maplewood.

Access to the White Mountain area is through deep gorges which are locally termed notches. Among the most notable

(*Continued on page 66*)

# Right about face—

## *Come up where you belong!*

"Thousands are slowly poisoning themselves to death by eating beyond their digestive capacity."
—*Right Food the Right Remedy*

*

"Only that portion of the food which is digested, i.e., that which is dissolved by the digestive fluids and rendered soluble and diffusible so that it passes into the blood, is available for any use whatever."
*The Principles of Human Nutrition*

*

In Grape-Nuts is nourishment you need in the form you can digest.

*

"Since it is necessary for normal metabolism that the greater number of calories of body heat be produced by carbohydrate foods, it is essential that some kind of cereal food form a part of the daily food allowance."
—*Food and Its Preparation*

*

Three-fourths the content of Grape-Nuts are the precious carbohydrates—*dextrinized* so that your body can quickly and smoothly digest and transform them into strength and vitality.

*

A prominent dentist has this to say about Grape-Nuts: "Soft foods that can be swallowed without sufficient chewing are responsible for much modern tooth and digestive trouble. Such foods lodge easily in the interstices of the teeth causing ferments which the mouth glands, through lack of proper exercise, are too sluggish to counteract. I believe that the hard form of Grape-Nuts is particularly fortunate in that it makes proper chewing a pleasant necessity."

Overwork? No such thing. Ten chances to one it's a plain case of mismanagement—mismanagement of your body—your digestive apparatus.

Ten chances to one you are eating food that only a day laborer could digest. And the result is that you are more than likely suffering from *malnutrition*—absorbing from improper foods poisons and acids that cause so many physical ills.

But right about face! You can change all this. You can't change conditions, but you can meet and manage them.

Give your body nourishment it demands in a form it can readily digest, and it will repay you tenfold in health and strength.

## *In this delicious food is nourishment you daily need*

IN Grape-Nuts is nourishment you daily need. In the form your body eagerly digests and turns into strength and vitality.

### *Nourishing carbohydrates*

At least one-third of your nourishment *should* come from the *carbohydrates* (a great part of which comes from the grains). For the *carbohydrates* are your great source of strength and vitality—your power to do work. They are the force that keeps you mentally and physically vigorous—more alert and alive.

But if they are not rightly prepared—if they are not broken down as your body wants them, they may fail to give you their precious nourishment and may, instead, form actual poisons. They must be in a form your body can utilize.

In Grape-Nuts (made from wheat and malted barley) you get the *carbohydrates* in the most easily digested and most nourishing form. Three-fourths of the content of Grape-Nuts are these precious *carbohydrates*.

### *Dextrinized—the way your body wants them*

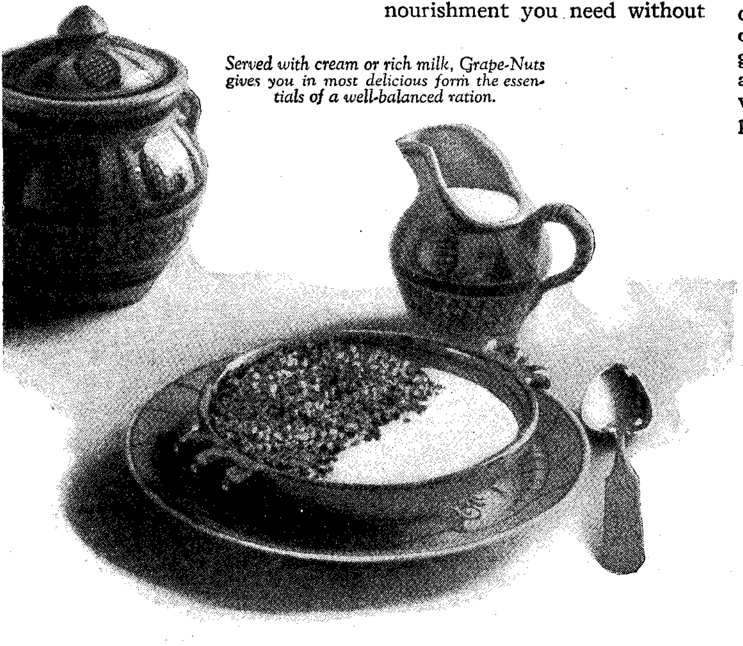
They have been *dextrinized*, that is scientifically broken down into the form *your body most readily digests and transforms into strength and vitality*.

Grape-Nuts gives you the nourishment you need without forming acids and poisons. No matter how much you may have abused your digestive machinery with difficult foods, Grape-Nuts will digest easily and quickly.

### *Grape-Nuts starts digestion right*

Grape-Nuts comes in crisp golden kernels you must chew. This chewing keeps your whole mouth healthy. It starts the proper flow of the salivary and gastric juices —*the first step to sound digestion*.

There is no other food like Grape-Nuts in form or taste. You will like it, and it will do you good. Served with milk or cream—a delicious well-balanced ration. Eat Grape-Nuts every day and see how much more vigorous and alive you feel. All grocers have Grape-Nuts. Hotels and restaurants serve it in individual packages of a single portion.



*Served with cream or rich milk, Grape-Nuts gives you in most delicious form the essentials of a well-balanced ration.*

*Copyright, 1924, by the Postum Cereal Co., Inc.*

### *4 Sample Packages* FREE

Send today for four of the individual packages — free. Enough Grape-Nuts for four nourishing breakfasts. Free offer also includes book of 101 delicious recipes selected from 80,000 prepared by housewives who regularly serve Grape-Nuts.

Postum Cereal Company, Inc.,
Dept. M-11 Battle Creek, Mich.
Please send me free trial packages and booklet.

Name ..........................

Address ..........................

If you live in Canada, address Postum Cereal Co., Ltd., 45 Front Street, East, Toronto, Ont.

# Have you tried—

FOR a thousand years, man has used but imperfect writing tools. And only *now* has the pencil been perfected.

The old Wahl Eversharp was a good pencil—a beautiful pencil. It won its way into the pockets of the highest in the nation, the captains of industry, bank officials, the very leaders of all business and the professions. Efficiency everywhere could almost be marked by the use of the Eversharp.

The new perfected Wahl Eversharp retains everything that gave the old Eversharp superiority. But it has been perfected. Six new features eliminate every fault. Two or three turns with the fingers and it is reloaded—a matter of seconds. To this convenience is added simplicity of operation. The new Wahl Eversharp thus becomes *the modern pencil.*

By patent—there is reserved for the exclusive satisfaction of Eversharp users the famous rifled tip, which holds the lead firmly *at the point* and gives the firmness, the solid feeling that the wooden pencil gave—the certainty that the lead cannot slip or turn. This grip on the lead at the tip has made Eversharp the leader among pencils.

Yet this rifled tip has now been perfected! Clogging is not now possible. In a test, thousands of leads, enough for many lifetimes of writing, were passed through the New Perfected Eversharp without clogging or jamming.

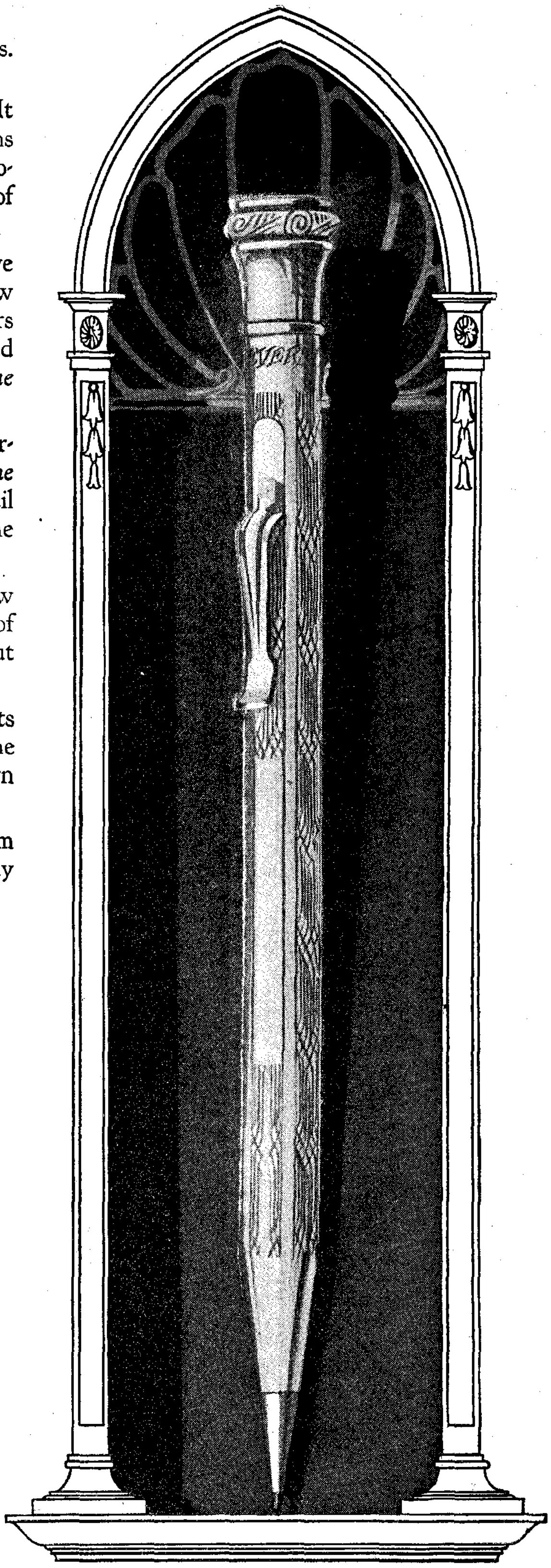
And a better balance makes the new pencil a delight to use. Its ease and quickness of operation, its *efficiency*, give the pleasure, the pride of ownership that the possession of the thing most modern always brings.

You need pay no more for the new Eversharp. Prices are still from $3 to $10 for gold-filled or sterling silver pencils. But you can buy Eversharps from $1 to $50.

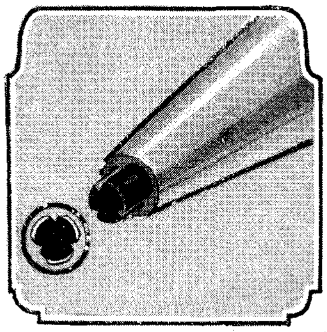
**Made in U. S. A. by THE WAHL COMPANY, CHICAGO**
*Canadian Factory,* THE WAHL COMPANY, LTD., TORONTO

***Manufacturers of the Wahl Eversharp and the Wahl All-Metal Fountain Pen***

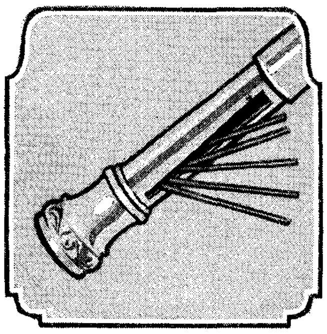
Perfected



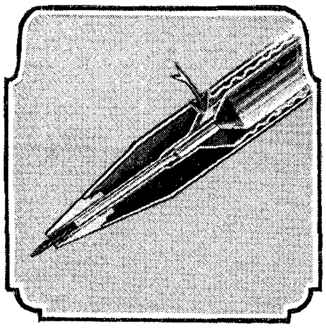
# the *New* Eversharp?



[1] THE RIFLED TIP PERFECTED



[2] EXTRA LEADS ACCESSIBLE IMMEDIATELY



[3] FOR QUICK LOADING

*Diagram shows trigger which releases plunger when lead is used up.*

### [1] The Rifled Tip Perfected!

Eversharp's rifled tip, the patented invention which first made a good mechanical pencil possible, has now been perfected! Tiny relief spaces between the lead-gripping teeth positively prevent clogging or jamming. Still the lead is held firmly at the point; no slipping; no wabbling; no breaking inside the pencil.

### [2] Extra Leads Accessible Immediately

In the perfected Eversharp, a new lead can be drawn from the magazine instantly. You can always see how much reserve lead you have. One pull at the Eversharp cap shows how much lead is left of the stick you are using.

### [3] Refilled Almost Instantly

One pull—insert a lead—one push—a turn. That's all there is to reloading the new Eversharp.

### [4] Replace Worn-out Eraser

The construction of the new Eversharp permits the eraser to be replaced by a new one. It cannot come out in use, yet it can be changed in a few seconds.

### [5] Stronger, Better Clip

The pocket clip on the new Eversharp is made stronger by a different construction which adds to its appearance. Even if accident break the clip, a new one can be inserted in a few moments.

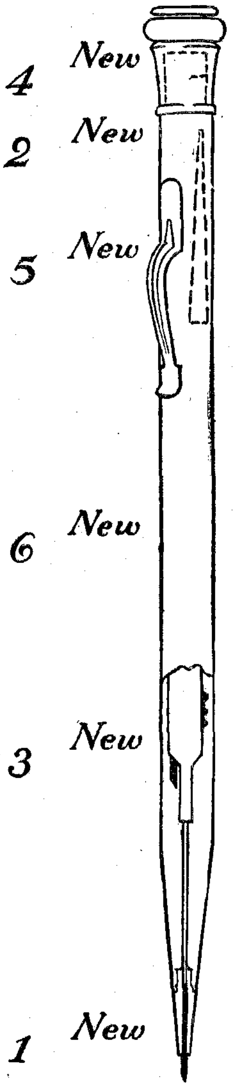
### [6] Every Part Interchangeable and Replaceable

We do not know how any part of the new Eversharp can go wrong except by accident when not in use. Yet we have taken no chances. Each part is replaceable. Any dealer will supply any part for the new Eversharp. You need not wait for a new part from the factory.

### *Unconditionally Guaranteed*

The New Perfected Eversharp is guaranteed against faulty operation of any kind, from any cause whatever. All dealers are authorized to replace free of charge any part or parts that fail to operate to your entire satisfaction.

The new Wahl Eversharp, matched by the equally modern Wahl all-metal fountain pen in identical design, gives you two splendid writing companions.



## The NEW PERFECTED

# WAHL *EVERSHARP*

# COMPLETE LIST OF NATIONAL FORESTS OF THE UNITED STATES

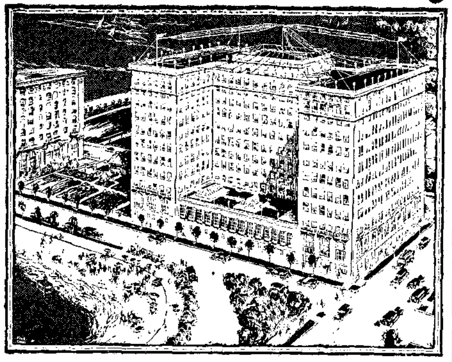
*Statement for The Literary Digest by Col. W. B. Greeley, Chief, United States Forest Service, Washington, D. C.*

Among the priceless heritages our forebears have bequeathed to us is love for the out-of-doors. And it is this lure of the open places that last year brought to our National Forests over 11,000,000 people—one out of every ten men, women and children in this country. Each year the number increases and each year the Forest Service expects to welcome and play host to the ever-augmenting throngs in search of health, rest and recreation. For the recreation values of the National Forests represent just as real an asset as timber, forage for live stock, and water-power.

From Maine to Florida, from the northern boundary of Washington to the southmost tip of sunny California, throughout the length and breadth of the land, National Forests are scattered. One hundred and forty-six of them embracing 157,000,000 acres. These National Forests constitute the greatest stretch of covert and breeding-ground and natural refuge for wild life that remains in the United States, and the presence of these forest denizens are a never-ending source of interest to the recreationist.

The Forest Service gladly welcomes visitors. They are free to come when they please, go where they like, and leave when they choose. Care with fire is insisted on by every Forest officer and is as necessary in the forest as it is in the home. Forest fires are the "Red Enemy of the Forest" and eight out of every ten fires are the result of human carelessness.

| *Name* | *Location* | *Area (Acres)* | *Main Rail Gateways* | *Main Rail Routes* |
|---|---|---|---|---|
| Alabama | Alabama | 198,385 | Decatur | Louisville & Nashville |
| Chugach | Alaska | 5,232,204 | Cordova | Copper River and Northwestern |
| Tongass | Alaska | 15,475,912 | Skagway | White Pass & Yukon R. R. |
| Apache | Arizona | 1,226,420 | Holbrook | Santa Fe System |
| Coconino | Arizona | 1,915,440 | Flagstaff | Santa Fe System |
| Coronado | Arizona, New Mex. | 1,486,980 | Tucson | Sou. Pac.: El Paso & S. W. |
| Crook | Arizona | 912,161 | Globe or Phoenix | Arizona East.: Santa Fe System |
| Dixie | Ariz., Nev., Utah | 966,936 | Cedar City, U. | From Cedar City by bus line |
| Kaibab | Arizona | 752,900 | Marysvale | Denver & Rio Grande Western |
| Prescott | Arizona | 1,358,739 | Prescott | Santa Fe System |
| Sitgreaves | Arizona | 880,941 | Holbrook | Santa Fe System |
| Tonto | Arizona | 2,309,699 | Phoenix | Arizona East.: Santa Fe System |
| Tusayan | Arizona | 1,494,438 | Globe | Arizona Eastern |
| Arkansas | Arkansas | 958,777 | Hot Springs | Missouri-Pacific; Rock Island |
| Ozark | Arkansas | 511,616 | Russellville | Missouri-Pacific |
| Angeles | California | 1,058,237 | San Bernardino | Santa Fe or Southern Pacific |
| California | California | 1,062,572 | Ukiah | Northwestern Pacific |
| Cleveland | California | 813,506 | San Diego | Santa Fe; San Diego and Arizona |
| Crater | Calif. and Oregon | 1,137,147 | Medford | Southern Pacific |
| Eldorado | Calif. and Nevada | 836,200 | Placerville | Southern Pacific |
| Inyo | Calif. and Nevada | 1,744,847 | Laws | Southern Pacific |
| Klamath | Calif. and Oregon | 1,743,558 | Montague | Southern Pacific |
| Lassen | California | 1,306,287 | Redding | Southern Pacific |
| Modoc | California | 1,905,499 | Alturas | Nevada, California and Oregon |
| Mono | Calif. and Nevada | 1,358,380 | Reno, Nevada | Southern Pacific |
| Plumas | California | 1,458,140 | Oroville | Western Pacific |
| Santa Barbara | California | 2,288,640 | Santa Barbara | Southern Pacific |
| Sequoia | California | 1,584,781 | Bakersfield | Southern Pacific; Santa Fe |
| Shasta | California | 1,630,000 | Dunsmuir | Southern Pacific |
| Sierra | California | 1,662,560 | Fresno, Merced | Southern Pacific & Santa Fe |
| Siskiyou | Calif. and Oregon | 1,669,522 | Grants Pass | Southern Pacific & Santa Fe |
| Stanislaus | California | 1,104,412 | Stockton | Southern Pacific & Santa Fe |
| Tahoe | Calif. and Nevada | 1,160,982 | Truckee | Southern Pacific |
| Trinity | California | 1,724,125 | Eureka | Northwestern Pacific |
| Arapaho | Colorado | 680,021 | Fraser | Denver & Salt Lake |
| Grand Mesa | Colorado | 679,918 | Grand Junction | Denver & Rio Grande Western |
| Cochetopa | Colorado | 930,220 | Salida | Denver & Rio Grande Western |
| Colorado | Colorado | 1,149,594 | Longmont | Colorado & Southern, Burlington |
| Gunnison | Colorado | 951,310 | Gunnison | Denver & Rio Grande Western |
| Hayden | Colorado & Wyo. | 437,542 | Encampment | Union Pacific |
| Holy Cross | Colorado | 1,213,500 | Glenwood Springs | Denver & Rio Grande Western |
| La Sal | Colorado & Utah | 543,404 | Thompson, Utah | Denver & Rio Grande Western |
| Leadville | Colorado | 1,054,764 | Leadville | Denver & Rio Gr. West., Col. So. |
| Montezuma | Colorado | 811,620 | Mancos | Denver & Rio Grande Western |
| Pike | Colorado | 1,256,112 | Colorado Springs | C. & S., D. & R. G. W. |
| Rio Grande | Colorado | 1,221,140 | Monte Vista | Denver & Rio Grande Western |
| Routt | Colorado | 811,826 | Steamboat Springs | Denver & Salt Lake |
| San Isabel | Colorado | 651,200 | Pueblo | D. R. G.W., M. P., S. F., Co. & S. |
| San Juan | Colorado | 1,449,000 | Durango | C. & S., D. & R. G. Western |
| Uncompahgre | Colorado | 860,180 | Delta | C. & S., D. & R. G. Western |
| White River | Colorado | 919,070 | Glenwood Springs | C. & S., D. & R. G. Western |
| Florida | Florida | 719,979 | Crestview | Louisville & Nashville |
| Cherokee | Ga., N. C., Tenn. | 827,699 | Athens, Tenn. | Louisville & Nashville; Southern |
| Nantahala | Ga., N. C., S. C. | 797,774 | Franklin, N. C. | Southern |
| Boise | Idaho | 1,121,195 | Boise | Oregon Short Line |
| Cache | Idaho & Utah | 829,081 | Logan, Utah | Oregon Short Line from Brigham |
| Caribou | Idaho & Wyo. | 741,985 | Montpelier | U. P. branch at Montpelier |
| Challis | Idaho | 1,265,816 | Mackay | Union Pacific Sys. from Mackay |
| Clearwater | Idaho | 907,846 | Orofino | Northern Pacific (Clearwater br.) |
| Coeur d'Alene | Idaho | 790,234 | Coeur d'Alene | Northern Pacific |
| Idaho | Idaho | 1,898,030 | McCal | Oregon Short Line from Nampa |



CHICAGO'S WONDERFUL HOTEL

The DRAKE

Lake Shore Drive and Upper Michigan Avenue
CHICAGO

ALTHOUGH rates at THE DRAKE are extremely moderate, liberal discounts, depending on the extent of visit, will be extended vacation guests during July and August.

Chicago, in summertime, is at her best, and THE DRAKE'S magnificent location enables you to enjoy the varied advantages to the utmost. Early reservations suggested.

Radiophans!

Tune in to WDAP—The Drake Hotel, Chicago (360 meters) and enjoy the programs of THE DRAKE Ensemble Orchestra, Henry Selinger, Conductor, and the Famous Jack Chapman Dance Orchestra.

*Interesting story of WDAP, Edition "L" sent on request.*

**PATENTS.** Write for Guide Books and "RECORD OF INVENTION BLANK" before disclosing inventions. Send model or sketch of inventions for Examination and Instructions. No charge for the above information. Terms Reasonable.
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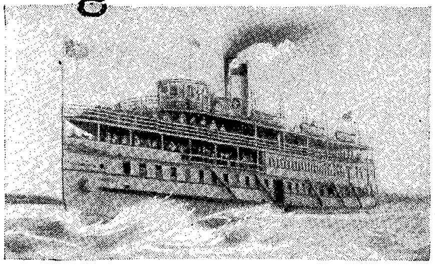
**759 9th Washington, D. C.**

Niagara to the Sea



Shooting the Rapids

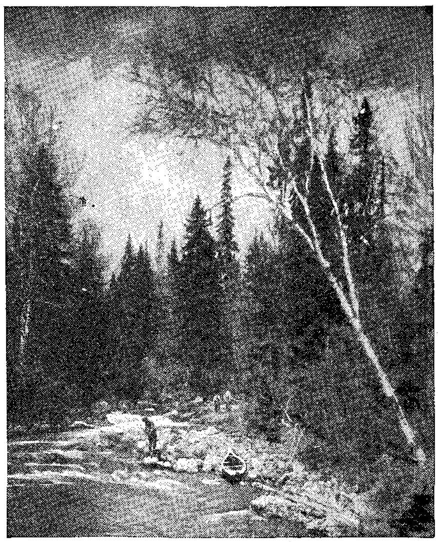
The most satisfying trip in America for health and recreation. Almost 1000 miles of lakes, rivers and rapids, including the Thousand Islands, the exciting descent of the marvelous rapids, the historic associations of Montreal, quaint old Quebec, with its famous miracle-working Shrine of Ste. Anne de Beaupre and the renowned Saguenay River, with its stupendous Capes, "Trinity" and "Eternity," higher than Gibraltar.

Send 2c postage for illustrated booklet, "Niagara to the Sea," including map and guide, to JOHN F. PIERCE, Pass. Traffic Manager, Canada Steamship Lines, Ltd., 115 C. S. L. Building, Montreal, Canada.

CANADA STEAMSHIP LINES

## COMPLETE LIST OF NATIONAL FORESTS OF THE UNITED STATES

| *Name* | *Location* | *Area (Acres)* | *Main Rail Gateways* | *Main Rail Routes* |
|---|---|---|---|---|
| Kaniksu | Idaho & Wash. | 665,250 | Priest River, Ida. | Great Northern |
| Lemhi | Idaho | 1,367,171 | Mackay | Union Pac. Sys. from Blackfoot |
| Minidoka | Idaho & Utah | 637,356 | Burley, Idaho | Union Pac. Sys. from Blackfoot |
| Nezperce | Idaho | 1,700,639 | Stites | Northern Pacific |
| Payette | Idaho | 1,239,139 | Emmett | Oregon Short Line |
| Pend Oreille | Idaho | 874,738 | Clarksfort | Northern Pacific |
| St. Joe | Idaho | 867,450 | Avery | C. M. & St. Paul |
| Salmon | Idaho | 1,682,905 | Salmon | Gilmore & Pittsburg |
| Sawtooth | Idaho | 1,177,821 | Hailey | Union Pacific |
| Selway | Idaho | 1,802,000 | Kooskia | Northern Pacific |
| Targhee | Idaho & Wyo. | 1,400,396 | Spencer, Ida. | Union Pacific |
| Weiser | Idaho | 665,029 | Weiser | Union Pacific |
| White Mountain | Maine & N. H. | 986,112 | White Mt. Pts. | Gr. Trunk, B. & M., Maine Cent. |
| Michigan | Michigan | 167,492 | Sault Ste. Marie | Canadian Pacific and Soo Line |
| Minnesota | Minnesota | 312,659 | Cass Lake | Great Northern-Soo Line |
| Superior | Minnesota | 1,268,538 | Ely | Duluth & Iron Range |
| Absaroka | Montana | 987,710 | Livingston | Northern Pacific |
| Beartooth | Montana | 681,930 | Red Lodge | Northern Pacific |
| Beaverhead | Montana | 1,365,000 | Divide | Oregon Short Line |
| Bitterroot | Montana | 1,155,868 | Hamilton | Northern Pac. (Bitterroot br.) |
| Blackfeet | Montana | 1,071,417 | Kalispell | Great Northern |
| Cabinet | Montana | 1,043,224 | Thompson Falls | Northern Pacific |
| Custer | Montana & S. D. | 678,189 | Miles City | Northern Pacific, C. M. & St. P. |
| Deerlodge | Montana | 964,000 | Butte | No. Pac.; Gt. No.; St. P.; U. P. |
| Flathead | Montana | 1,971,754 | Kalispell | Great Northern |
| Gallatin | Montana | 909,430 | Bozeman | Northern Pacific |
| Helena | Montana | 888,631 | Helena | Northern Pacific & Gt. Northern |
| Jefferson | Montana | 1,174,804 | Neihart | Gt. Northern via Great Falls |
| Kootenai | Montana | 1,617,140 | Libby and Troy | Great Northern |
| Lewis & Clark | Montana | 826,360 | Choteau | Gt. Northern & St. Paul Systems |
| Lolo | Montana | 1,181,018 | Missoula | No. Pacific and St. Paul Systems |
| Madison | Montana | 1,035,520 | Sheridan | Northern Pacific |
| Missoula | Montana | 1,367,552 | Missoula | No. Pacific and St. Paul Systems |
| Nebraska | Nebraska | 217,808 | Halsey | Burlington Route |
| Dixie | Ariz., Nev., Utah | 556,559 | Cedar City, Utah | Bus line to Cedar Breaks |
| Humboldt | Nevada | 1,481,156 | Elko | Southern Pacific, Western Pacific |
| Nevada | Nevada | 1,197,959 | Ely | Nevada Northern |
| Toiyabe | Nevada | 1,900,727 | Austin | Nevada Central |
| Carson | New Mexico | 1,125,910 | Taos Junction | Denver & Rio Grande Western |
| Datil | New Mexico | 2,903,720 | Magdalena | Santa Fe System |
| Gila | New Mexico | 1,638,053 | Silver City | Santa Fe System |
| Lincoln | New Mexico | 1,472,079 | Alamogordo | El Paso & S. W.; Rock Is. System |
| Manzano | New Mexico | 944,527 | Albuquerque | Santa Fe System |
| Santa Fe | New Mexico | 1,394,118 | Las Vegas, Santa Fe | Santa Fe System |
| Pisgah | No. Car.-Tenn. | 1,322,244 | Asheville | Southern |
| Unaka | N. C., Tenn., Va. | 685,524 | Bristol, Tenn. | Norfolk & Western |
| Wichita | Oklahoma | 61,640 | Cache | Frisco Lines |
| Cascade | Oregon | 1,094,485 | Eugene, Oakridge | Southern Pacific |
| Deschutes | Oregon | 1,463,840 | Bend | Un. Pacific Sys., Oregon Trunk |
| Fremont | Oregon | 935,714 | Lakeview | Nevada-California & Oregon |
| Malheur | Oregon | 1,262,840 | Crane | Oregon Short Line, Sumpter Val. |
| Ochoco | Oregon | 825,643 | Prineville | City of Prineville |
| Mt. Hood | Oregon | 1,159,209 | Portland | Un. Pac., Sys., No. Pac., So. Pac. |
| Santiam | Oregon | 719,983 | Albany | Southern Pacific |
| Siuslaw | Oregon | 836,321 | Marshfield | Southern Pacific |
| Umatilla | Oregon & Wash. | 1,348,770 | Walla Walla, Wash. | Union Pacific Sys., Northern Pac. |
| Umpqua | Oregon | 1,221,391 | Roseburg, Riddle | Southern Pacific |
| Wallowa | Oregon | 1,053,537 | Enterprise | Union Pacific System |
| Whitman | Oregon | 1,482,192 | Baker, No. Powder | Union Pacific System |
| Allegheny | Pennsylvania | 739,277 | Warren | N. Y. Cent., Pennsylvania R. R. |
| Luquillo | Porto Rico | 65,950 | Porto Rican Ports | Steamship lines to San Juan |
| Black Hills | So. Da. & Wyo. | 781,132 | Deadwood, S. D. | Burlington Route |
| Harney | South Dakota | 593,697 | Newcastle, Wyo. | Burlington Route |
| Ashley | Utah & Wyoming | 987,673 | Mack, Colo. | Denver & Rio Grande Western |
| Fishlake | Utah | 1,510,427 | Richfield; other Utah points on | Marysvale br. D. & R. G. West. |
| Manti | Utah | 852,557 | Ephraim | Marysvale br. D. & R. G. West. |
| Powell | Utah | 1,087,182 | Marysvale | M. br. D. & R. G. W. (So. term.) |
| Uinta | Utah | 1,116,729 | Provo | D. & R. G. W., Un. Pac. System |
| Wasatch | Utah | 672,587 | Salt Lake City | Five Transcontinental Lines |
| Monongahela | Virginia, W. Va. | 676,966 | Elkins, W. Va. | West Maryland; Balto. & Ohio |
| Natural Bridge | Virginia, W. Va. | 279,986 | Lynchburg | So., Chesa. & Ohio, Nor. & West. |
| Shenandoah | Virginia, W. Va. | 967,680 | Harrisonburg, Va. | Chesa. & West.; South.; B. & O. |
| Chelan | Washington | 2,068,110 | Chelan | Great Northern |
| Columbia | Washington | 921,902 | White Salmon | Spokane, Portland & Seattle |
| Colville | Washington | 807,590 | Republic | Great Northern |
| Olympic | Washington | 1,652,000 | Port Angeles | Boat from Seattle |
| Rainier | Washington | 1,558,740 | Tacoma | Union Pac. Sys. & No. Pacific |
| Snoqualmie | Washington | 1,042,000 | Seattle, Darrington | Northern Pacific |
| Mt. Baker | Washington | 1,489,979 | Bellingham | Northern Pacific, Great Northern |
| Wenatchee | Washington | 1,354,000 | Winton | St. Paul System, Northern Pacific |
| Bighorn | Wyoming | 1,136,200 | Sheridan, Buffalo | Burlington Route |
| Wyoming | Wyoming | 1,680,865 | Kemmerer | Union Pacific |
| Medicine Bow | Wyoming | 511,083 | Laramie, Saratoga | Union Pacific |
| Shoshone | Wyoming | 1,611,880 | Cody, Wyoming | Burlington Route |
| Teton | Wyoming | 1,926,131 | Victor, Idaho | Union Pacific System |
| Washakie | Wyoming | 864,873 | Lander | Chicago & Northwestern |



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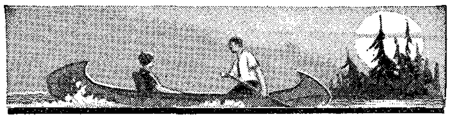

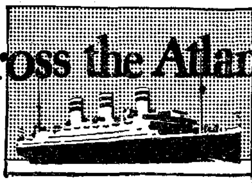

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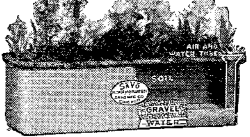
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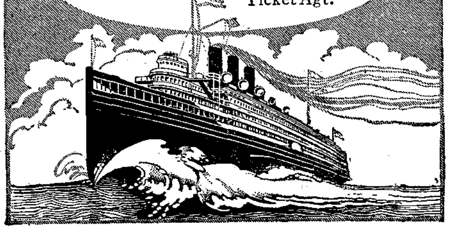


## PLAYGROUNDS AT HOME AND ABROAD

*Continued from Page 60*

are the Crawford and Pinkham Notches with Jackson as their tourist headquarters, the entrance from the Conways and Intervale; the Franconia Notch with its Profile Rock and Echo Lake between North Woodstock and the site of the Profile House, and the northern Dixville Notch with its Lake Gloriette east of Colebrook.

Through these notches and other valleys wind excellent highways and it is now possible to ascend Mt. Washington in your own car.

New Hampshire has many and beautiful lakes, her largest being Winnipesaukee, island dotted and lying between ranges of blue mountains. Weirs is the navigation headquarters of the lake while Meredith, Center Harbor, Moultonboro, Wolfeboro, and Alton Bay are favorite lakeside resorts.

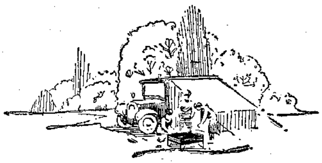
Another New Hampshire waterway in a mountain amphitheater is Lake Sunapee, the chief vacation centers being Sunapee Harbor, Rogers Cove, and Gardner Bay.

"The combination of lake and mountain scenery adds a variety and a charm to Vermont that are particularly pleasing," says the official "Motor Tour Guide," issued by this State. "The hill country here is not confined to one definite region but the Green Mountain system extends through the center of the State from Massachusetts to Canada and its outposts and foothills are thrust far out to east and west, so that Vermont is dominated everywhere by its mountains. There are at least five hundred mountain peaks in the State that equal or exceed two thousand feet in height. From these mountain slopes flow down a great number of rivers and brooks, and hundreds of lakes and ponds add their charm to the landscape. The Vermont mountains may be climbed, in most instances, with ease and safety, and the views afforded are far-reaching and satisfactory. . . . On the western border of the State lies Champlain, one of the largest and most beautiful of American lakes, more than one hundred miles in length between the Green and Adirondack mountains, and containing an island country in its northern waters.

"Along the entire eastern border of Vermont flows the Connecticut River, one of the most attractive of American streams, bordered by broad and fertile meadows; and beyond are the White Mountains, seen to excellent advantage from the uplands of eastern Vermont. On the northern border lies Lake Memphremagog, thirty miles long, two-thirds of its area being in Canada. Other attractive lakes in northern Vermont include the Averill group, with an altitude of two thousand feet; Willoughby, guarded by two frowning mountains; Caspian, Seymour and Crystal. Farther south are the Woodbury and Calais group, Morey, Fairlee and Lowell; and on the western side of the Green Mountains, Dunmore and the Rutland County group, including Bomoseen, Hortonia, St. Catherine, and many others that might be mentioned."

Manchester is one of the oldest and most famous of Vermont's summer resorts. From Manchester delightful motor routes lead northward through Dorset, Pawlet, Wells, Castleton, Hubbardton, Whiting, Middlebury, Vergennes, Ferrisburg, Charlotte and Shelburne to Burlington, thence over the islands of Grand Isle County taking the Kings' Highway to Montreal. Another favorite route from Manchester is that through Dorset, Danby, and Wallingford to Rutland.

"A State road," continues the same Guide, "through Smugglers' Notch, at the base of Mount Mansfield, highest peak of the Green Mountains, has been completed. This mountain gorge ranks with the finest scenic attractions of eastern America. One may encircle Mount Mansfield, returning to Burlington. The route from Burlington



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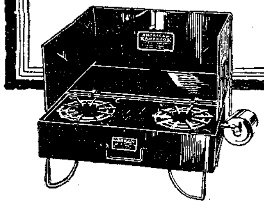

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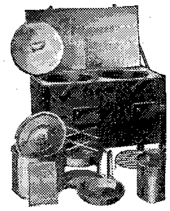

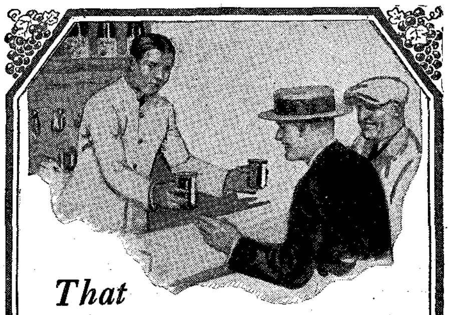

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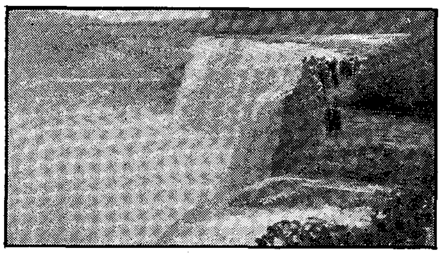
to Newport affords many fine mountain views." Speaking of other Vermont towns, this authority says: "St. Johnsbury is a beautiful and prosperous village and a gateway to the White Mountain region. . . . There is much of interest to see in and around Montpelier, the center of many delightful automobile trips. . . . One of the favorite tourist resorts of Vermont is Woodstock, near White River Junction. . . . Brattleboro is one of the most charming of Vermont towns."

"Southern New England has a history that continues to live deep in the hearts of the natives of every other State in the Union, as well as in those of her native sons," says O. M. Wells, Chief Roadman, Automobile Club of America and Director of Tours, New York *Tribune*. "Plymouth and the *Mayflower* are names that start a host of ghostly memories which, however covered with cobwebs and dust, we like to take out and brush off every little while. The Berkshires recall to mind Henry Knox and his famous caravan from old Ticonderoga, down through Great Barrington and Springfield, of fifty-nine cannon weighing almost 120,000 pounds, which he conveyed to Boston by the aid of eight oxteams to enable General Washington to take and hold Dorchester Heights, thus forcing Lord Howe to admit sullenly that these 'Provincials' could out-think their trained British foes. And so, throughout the length and breadth of this region, almost every spot is a point of interest, a starting-place for a line of recollections that endow it with a life unique. Yet even that is not all. Only those who have been to Nantucket, Provincetown, Old Lyme, Old South Colony, and such places, can know the sea-lure that is the very breath in their nostrils."

North of Cape Cod's, "Land of Windmills," are very modern coast resorts including Beverley, Gloucester, Marblehead, and others. On the western border of Massachusetts in the Berkshire Hills are the select summer-home colonies of Lenox, Stockbridge and Great Barrington, while southward are the Litchfield Hills of Connecticut with their Norfolk, Canaan, Lakeville, Winsted, Litchfield, and others.

Northern New England resorts are reached by the Boston and Maine, Maine Central, Bangor and Aroostook, Grand Trunk, Central Vermont, Rutland or Canadian Pacific Systems. Central and Southern New England resorts are located on the Boston and Maine, Boston and Albany, New York, Hew Haven and Hartford, and Central New England systems. Coastwise steamship service is listed in the table elsewhere.



Courtesy New York Central Lines

LOOKING DOWN UPON NIAGARA FALLS

### BETWEEN THE HUDSON AND THE GREAT LAKES

The route of the Indians by canoe and over moccasin-worn forest trail from Manhattan Island to the St. Lawrence River, later followed by armies and pioneers, is to-day the pathway of countless tourists to delightful summer playgrounds.

Almost every mile of this pathway has its tradition, its historical association and its scenic charm.

The Palisades of the Hudson, opposite the northern part of New York City, are within the Inter-State Park as are some of the most picturesque parts of the Highlands north of the Tappan Zee, of Irving tradition, and historic Stony Point. In the West Point

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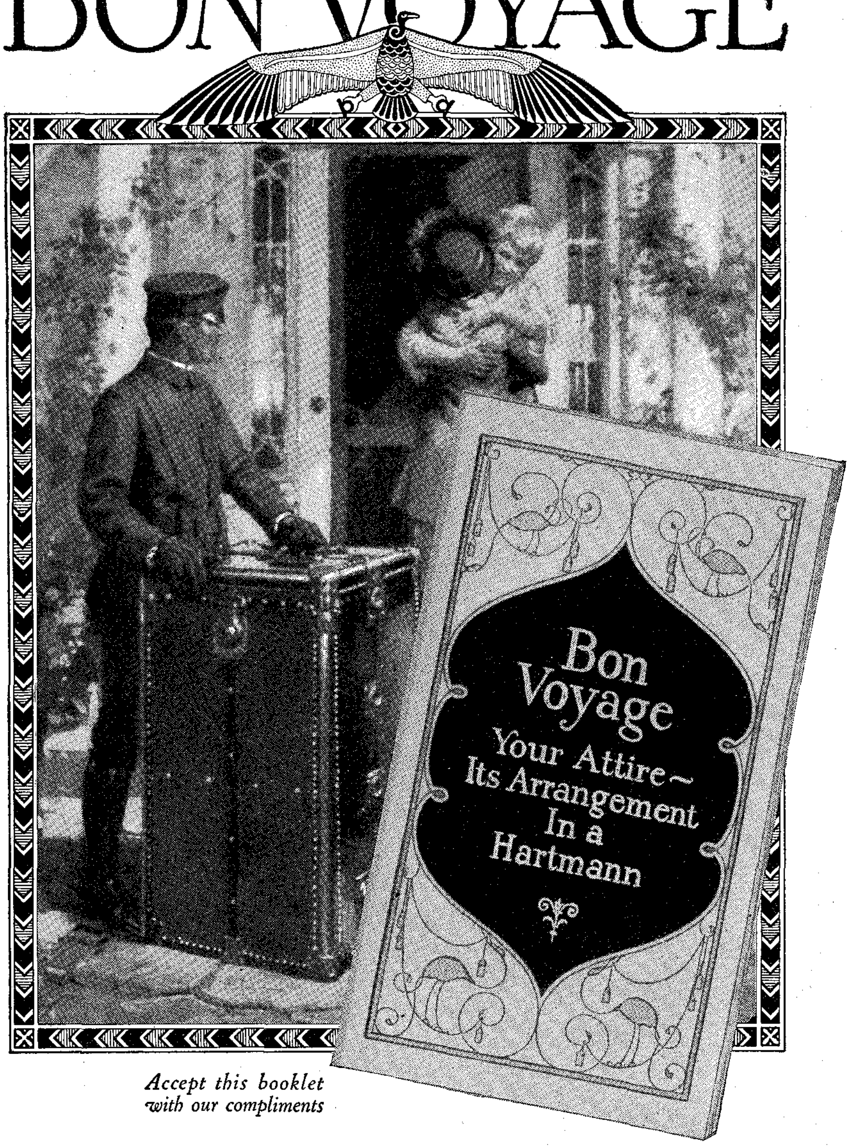

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## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Museum are objects that remind the visitor of the days when these hills echoed with the sound of the fife and drum. At Newburgh stands the headquarters of General Washington, and beyond Poughkeepsie the blue outlines of the Catskills come into view.

If we pause and enter this range at its Kingston or Catskill gateways, we may find many restful vacation places off the beaten paths. Among these are the artists' colony at Woodstock; the cottage community of Twilight Park; the quiet Woodland Valley; Roxbury with its New England atmosphere; the Stamford region with its golf opportunities, and valleys and summits within the 576,120 forest-clad acres of the Catskill State Park.

Southward of the Catskills in the Shawangunk Range and Delaware Mountains are other delightful retreats, including Lakes Mohonk and Minnewaska, the Neversink Valley, a region covered with streams and lakes, the latter accessible by the New York, Ontario and Western Railroad.

Westward of the Catskills is the Cooper Country with Otsego Lake at Cooperstown, its delightful center. The Delaware and Hudson System and electric lines from Herkimer and Oneonta provide access.

Navigation between New York and Albany is provided by the Hudson River Day Line operating a fleet of six steamers appropriately named after men who, from Henry Hudson to Washington Irving, have been identified closely with this river. This summer a new steamer the *Alexander Hamilton*, will make her début on this route. Night service between New York, Albany and Troy is provided by a fleet of four vessels operated by the Hudson Navigation Company.

From Albany the Canada trail leads northward by rail to Lake George, intersecting famous Saratoga Springs en route and passing the scenes of several battles of our early history.

At Lake George a clean white steamer, in keeping with the crystal waters over which she plies, is waiting to take the traveler down this exquisite, island-dotted, mountain-walled waterway to its foot; thence by short rail trip to Montcalm Landing where another white steamboat on Lake Champlain awaits the tourist.

"For its beauty," quoting from "The Lake Region of Western Vermont," issued by the Vermont Bureau of Publicity, "of situation, Lake Champlain may be called appropriately the Queen of American Lakes. For its wealth of historic associations, every year it is becoming more famous as a place of pilgrimage."

Along its shores are still to be seen the remains of Fort Ticonderoga, Fort St. Frederick, Fort Amherst and Fort Montgomery, and in its northern waters the battle-fields of Valcour Island.

The sail over the waters of Lake Champlain to Plattsburg discloses an ever-changing panorama of sparkling waters, green islands and mountain-walled shores.

From Lake Champlain the route of olden days lay down the Richelieu River to its confluence with the St. Lawrence at Sorel, but the tourist of to-day is whisked across country by the Delaware and Hudson System to the Victoria Bridge leading into Montreal.

Westward of Lake Champlain stretch the Adirondacks containing within 2,800 square miles of the Adirondack State Park a region of summit, lake, stream, and river, where one may canoe, fish, climb, camp, and gain health from balsam-laden air.

In the southeastern Adirondacks conveniently reached by the State road entering the mountains at Lake George Village are Loon, Brant, Schroon, and Paradox Lakes.

Entering the mideastern gateway at Westport on Lake Champlain and continuing west to Elizabethtown, thence through Wilmington Notch and Keene Valley is the Lake Placid region.

Directly south of Lake Placid is the region of loftiest peaks with Mt. Marcy, the highest summit of the Adirondacks.

West of Lake Placid are the Saranac series of lakes with Saranac Village their headquarters.

North of Lake Placid are the St. Regis Lakes with Paul Smith's.

In the northernmost Adirondack area are the Chateaugay Lakes and Chazy Lake.

South of Saranac are the Tupper Lakes, Long Lake, Blue Mountain Lake, Indian Lake, and Racquette Lake, connected with the Fulton Chain having Old Forge as its gateway.

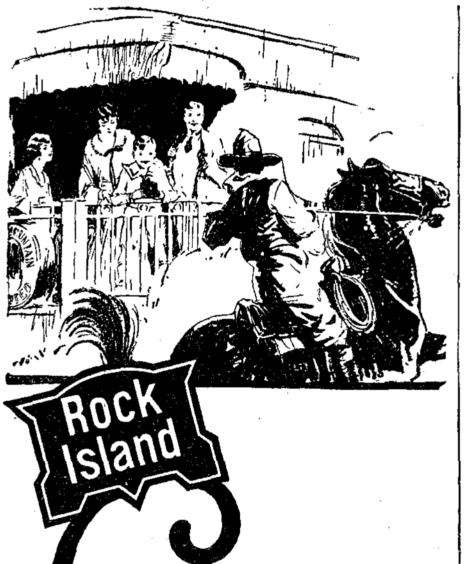
In the extreme Western Adirondack region is Cranberry Lake.

Numerous rail gateways to the Adirondacks are located on the lines of the Delaware & Hudson and the New York Central System, while other gateways are available at various landings of Lake Champlain steamers. An excellent system of State highways connects the most important Adirondack Mountain resorts.

Beyond the Adirondacks is the St. Lawrence Reservation of New York State including that part of the islands, river and bays lying within the United States territory between the eastern end of Lake Ontario and Ogdensburg. "The Garden of the Great Spirit" was the poetic designation of the Indian for this Thousand Island region, and as we to-day paddle over its green waters among its enchanting islands we must agree that the characterization is appropriate.

There are few playgrounds more accessible. Quoting from the State Guide Book, "The St. Lawrence Reservation is reached on the New York State side by railroad and by automobile. The New York Central Railroad has three terminals at the St. Lawrence River, one at Cape Vincent, one at Clayton, and one at Ogdensburg. It also has a way station on the St. Lawrence River at Morristown. Most passengers for Thousand Island points go through Clayton. A line of steamboats connects with trains there and conveys travelers to all the principal places down the river. Many summer residents go back and forth to the trains and on other errands in their privately owned power-boats. Many such boats are of luxurious construction, and the many water-courses are dotted with them much of the time. At all public terminals there can almost always be found power-boats for rent in much the same manner that automobiles are to be found at railway passenger stations. A daily line of large tourist steamboats [The Canadian Steamship Lines] between Lake Ontario ports, Montreal and other Canadian cities, touches at Clayton and Alexandria Bay."

In New York State's empire of summer playgrounds, the Finger Lakes fill an important place. These waterways stretching almost due north and south a few miles apart like the fingers of a gigantic hand include Skaneateles, near Syracuse, Owasco with Auburn at its head; Cayuga at the foot of which stands Ithaca; Seneca with Geneva at her head and Watkins at her foot; Keuka with its new State Park on Bluff Point and Canandaigua with the city of the same name at its northern end. Natural wonders included in State Parks in the neighboring country are: Fillmore Glen, south of Owasco Lake; Taughannock Falls, higher than Niagara, north of Ithaca; Enfield Glen, south of Ithaca; Watkins Glen, a remarkable formation. Near Watkins are the famous Glen Springs including three different mineral waters and the Nauheim Spring, used for giving the Nauheim Treatment. The Finger Lakes



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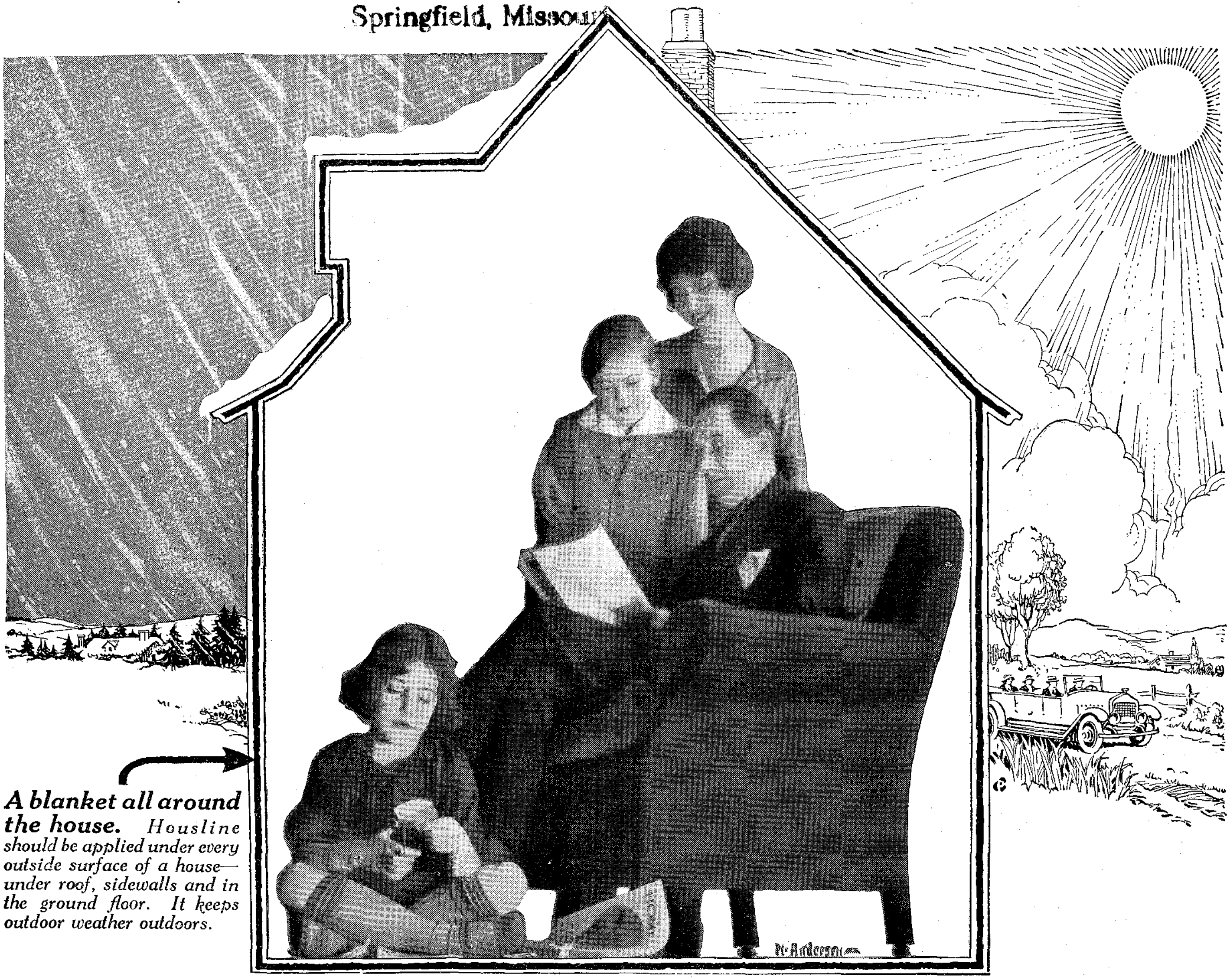

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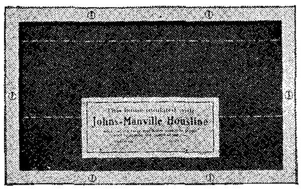
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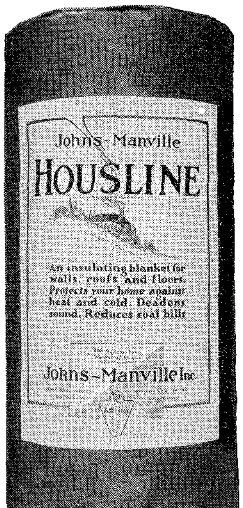
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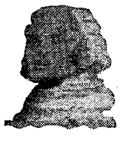

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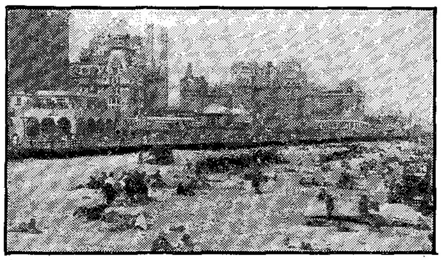
## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Trails of motor roads connect these various waterways and natural wonders.

In far Western New York is Lake Chautauqua and Niagara Falls of world-wide fame.

Less than a day's rail trip in the northern ranges of the Alleghanies are a series of summer resorts which attract thousands of visitors. They include the Pocono region on the Lackawanna System with its Mt. Pocono and unusual Buck Hill Falls resort; Delaware Water Gap with its Shawnee Golf Club, on the Lackawanna and Central Railroad of New Jersey; Mauch Chunk and the glens of the Lehigh Valley on the Lehigh Valley System.



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ON THE BEACH AT ATLANTIC CITY

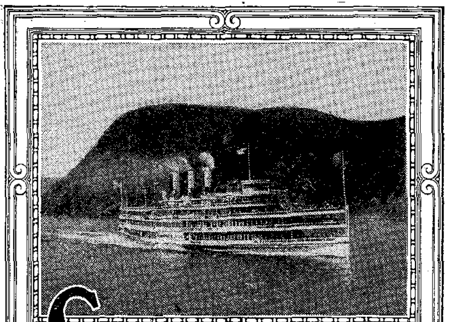
### MID-ATLANTIC BATHING BEACHES

With 500 miles of coast line and swept by ocean breezes, Long Island is the favorite of those who enjoy superb sea bathing, sailing, fishing, golf and other sports away from inland heat. Along both north and south shores summer colonies are growing year by year. Fronting the shores of Long Island Sound are Great Neck, Oyster Bay, Cold Spring Harbor, Port Jefferson and Greenport with Shelter Island and Peconic Bay resorts near by. On the south shore fronting ocean or bay are the popular Rockaways, and Long Beach, the Great South Bay chain of resorts, the aristocratic Hamptons, Shinnecock and Amagansett. The Long Island Railroad System carries its passengers from the Pennsylvania Station to all these points.

The stretch of New Jersey coast between Atlantic Highlands and Cape May is lined with oceanside resorts, including Seabright, Monmouth Beach, Long Branch, Elberon, Deal, Asbury Park, Ocean Grove, Bradley Beach, Avon-by-the-Sea, Belmar, Como, Spring Lake, Sea Girt, Brielle, Point Pleasant, Bay Head, Chadwick, Barnegat Bay and Island resorts, Atlantic City, Ocean City, Avalon, Wildwood, and others.

Of all these the premier is Atlantic City, America's most popular seashore resort where the year round millions come for conventions, convalescence or pure fun; where bathing and boardwalking are the favorite diversions; where the greatest phalanx of skyscraper hotels rises behind the longest boardwalk in existence; where the most humble jostle with the most high and withal the whole vast multitude appears to thoroughly enjoy itself.

Atlantic City is reached from New York by the Pennsylvania and Central Railroad of New Jersey Systems; from Philadelphia by the Pennsylvania and Reading Systems. The Government is dredging a ship channel into Absecon Inlet at the northern end of the city and a steamer service between New York and Atlantic City has been inaugurated. Resorts south of Atlantic City are reached by the Pennsylvania System and north shore New Jersey beaches either by the Pennsylvania or Central Railroad of New Jersey or both. The last-named road maintains steamer connection between New York and its shore trains operated to or from the Atlantic Highlands pier.



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*A delightful water route between Albany and New York*

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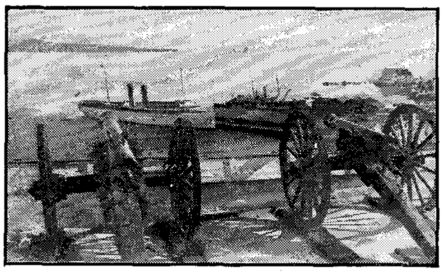

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OLD FORT MACKINAC, GREAT LAKES

### AFLOAT AND ASHORE ON THE GREAT LAKES

A wondrous variety of experiences await the tourist who departs on a voyage over the four inland seas that extend from the Buffalo Breakwater westward.

If the departure is by one of the late afternoon steamers, the sunset colorings behind the low Canadian shores are usually exquisite. Next morning the discovery is made that the interest of Great Lakes trips lies between the scenery and the cities encountered.

An overnight sail brings the tourist to Cleveland, "The Forest City," noted for its parks, public buildings and handsome residential districts.

Between Cleveland and Toledo is historic Put-in-Bay with its memorial to Admiral Perry's engagement of 1813. Here, too, are the bathing resorts of Cedar Point.

Passing into the Detroit River, close to the shores of Bois Blanc Island Park, "Bob-Lo" they call it locally, is to enter one of the world's most animated waterways. Huge freighters, their great length and low hulls suggesting marine dachshunds, are steaming in almost continuous procession up and down the narrow channel interspersed with trim white excursion boats and majestic passenger liners.

The world's motor metropolis stands on the western shore of this busy estuary. A visit to Detroit's great manufacturing marvels and her delightful Belle Isle Park should not be omitted from the itinerary. From the Campus Martius and Grand Circus Park excellently planned sightseeing tours depart at frequent intervals for trips to the manufacturing marvels and municipal achievements.

After leaving Detroit the broad waters of Lake St. Clair are crossed and then the steamer enters the St. Clair Channel and River, passing the St. Clair Flats summer colonies, and after clearing Port Huron and its opposite Canadian neighbor, Sarnia, heads northward over the waters of Huron.

The Georgian Bay region of this inland sea, the most fascinating island fairyland of the Great Lakes, is described in detail in our Canadian section.

At the head of Ontario is the parting of the routes. To starboard one route is past Drummond Island, through the Detour Passage up St. Mary's River to Sault Ste. Marie, there to be locked up to the level of Lake Superior for the westward voyage to Port Arthur, Fort William in Canada, or the westernmost Great Lakes port of the United States, Duluth. To port the route leads through the Straits of Mackinac and into Lake Michigan for Chicago and intervening ports.

Let us figuratively follow this latter route.

At the crossroads between Lake Huron and Lake Michigan stands that brightest gem of all the Great Lakes Islands—Mackinac, commanding from its ancient fort an impressive panoramic marine view. Besides its historic fort and venerable mission church Mackinac is filled with natural wonders such as Arch Rock, Lovers Leap, and the like.

Each shore of Lake Michigan is lined with attractive vacation resorts, accessible by water-lines or motor-roads.

Thirty-five hundred miles of good roads and many free motorists' camps have

NEW YORK CENTRAL LINES
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**Ship now—*and insure against a car shortage***

IDLE freight cars in the spring are no guarantee against a car shortage at crop moving time. But the use of available equipment now to make shipments in anticipation of fall and winter needs will insure against the costly delays that are the inevitable result of the periodical harvest time traffic congestion.

The railroads were never better equipped. They have made heavy outlays for new cars, engines and facilities. Operating morale is at a high level. Performance records reflect high credit on men and managements.

But railroad men are not supermen—and there is a limit to the amount of traffic that can be promptly handled in yards and terminals. Car shortages are the result of the slow movement of cars rather than the lack of cars.

Shippers who take advantage of the present ease of transportation to move fuel, raw materials and finished products that will be needed later in the year will not only protect themselves against business losses due to traffic congestion, but will help to insure the prompt movement of the crops to market.

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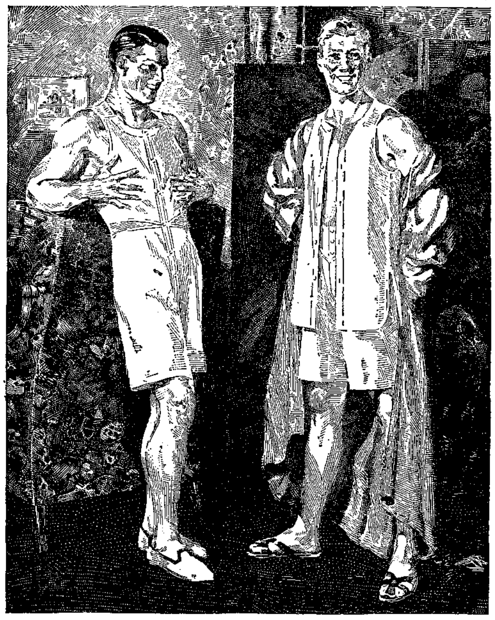

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## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

made touring from one end of West Michigan to the other a constant, yet ever-changing delight; they have opened the primeval woods and wild life to every tourist nature lover. There are three thousand lakes and streams in this region—and no hay fever. The Southern State Line, the gateway of West Michigan, is only a short distance from St. Joseph and Benton Harbor, long popular with vacationists. Many lakes and smaller resorts are found nearby. Farther north is the Saugatuck and Holland section, a pleasant country for tourists. Here the dunes begin, those towering ramparts of sand that are as interesting to the artist as to the casual tourist. Grand Haven and Muskegon are surrounded by the summer homes. Fishermen find good sport in the territory surrounding Pentwater and Ludington. The region including Manistee, Frankfort and Traverse lies to the north; ideal for "roughing it" with its rugged scenery, woods and lakes. Possibly no other section in the world has so many miles of shore line within the same area. It is a paradise for those who love the primeval, when it is within touch of civilization.

And at the northernmost tip of West Michigan lies Charlevoix, Petoskey, Harbor Springs and Mackinaw region, mingling the charm of resort life with camping country that is the delight of nature lovers.

Along the Wisconsin shore are a long line of resorts constantly growing in favor with summer visitors. They stretch northward from Milwaukee to Escanaba including the famous Green Bay region with its Sturgeon Bay, Marinette, Fish Creek, Ephraim and Washington Island.

Chicago, Lake Michigan's greatest port and headquarters for the various steamship lines, listed in the table elsewhere, has much to claim the tourists' attention. The metropolis of the Middle West has a lake frontage of twenty-three miles with thirteen broad beaches, fourteen boulevard intersected parks, not including the 18,200 acre outer park system and forest reserve. Many of Chicago's majestic hotels face the lake front and from the nearby municipal and other piers depart water trips for all lake ports.

Retracing the exploration of the lakes to the great locks of the Soo, we have beyond the wonders of Lake Superior. During the 1923 season of navigation there passed through these locks a total freight tonnage of 91,379,658 tons included in which were almost 263,000,000 bushels of wheat. If on one of the Canadian Pacific or Canadian National Railways lines of steamers sailing from Port McNicoll, Owen Sound or Sarnia, the first ports of call or destination will be Port Arthur and Fort William on the northern shore. From the huge elevators of these ports, with a combined capacity of 65,000,000 bushels, are shipped a large part of the grain raised in the Canadian Northwest.

Opposite is the forest-clad, rock-shored Isle Royale and on the south shore the Lake Superior copper country. At the western tip end rising high over its inner harbor is the busy port of Duluth, where ends the thousand-mile voyage from Buffalo Breakwater.

Passenger traffic on the Great Lakes is increasing so rapidly as to require new and larger vessels. Two of the largest express passenger steamers on inland waters are now being completed for the Detroit and Cleveland Navigation fleet. Each is longer than two average city blocks, has a beam of 100 feet, stateroom capacity of 1,200 passengers and a speed of 21 miles an hour. One of these steamships will be placed in commission during the present summer on the Buffalo-Detroit Route. A table of important Great Lakes routes is given elsewhere.

## PRINCIPAL GREAT LAKES ROUTES

*(Sailings Based Upon Summer Schedules)*

LEWISTON & TORONTO
Daily by Niagara Division, Canada Steamship Lines.

TORONTO-ST. LAWRENCE POINTS
Daily for Rochester, Kingston, Clayton, Thousand Islands, Prescott and Montreal by Canada S. S. Lines.

BUFFALO & CLEVELAND
Daily by Cleveland and Buffalo Transit Co.

BUFFALO & DETROIT
Daily by Detroit and Cleveland Navigation Company.

BUFFALO & DULUTH
Sailings every three days by Great Lakes Transit Corp., calling at Cleveland, Detroit, Mackinac, Sault Ste. Marie, Houghton.

BUFFALO & CHICAGO
Two cruises weekly by Chicago, Duluth and Georgian Bay Transit Co., calling at Detroit and Mackinac Island westbound; eastbound from Chicago, calling at Mackinac, Parry Sound, Detroit, Cleveland.

CLEVELAND AND TOLEDO
Daily with calls at Cedar Point and Put-in-Bay by Cleveland and Buffalo Transit Co.

TOLEDO AND DETROIT
Daily by White Star Line.

DETROIT AND PORT HURON
Daily with calls at St. Clair River points and Sarnia, Ont., by White Star Line.

DETROIT AND DULUTH
Three sailings weekly by Northern Navigation Company, with calls at Sarnia, Sault Ste. Marie, Port Arthur.

PORT McNICOLL AND FT. WILLIAM
Two sailings weekly by Canadian Pacific Great Lakes steamers, calling at Sault Ste. Marie. Also weekly sailings Owen Sound to Fort William, calling at Sault Ste. Marie.

OWEN SOUND AND SAULT STE. MARIE
Two sailings weekly, with calls at North Channel—Georgian Bay points by Dominion Transportation Co.

CHICAGO AND MILWAUKEE
Daily daylight and overnight trips by the Goodrich Transit Company's steamer, calling at Racine daily except Sunday.

CHICAGO AND GREEN BAY
Two sailings weekly by Goodrich Transit Company's steamers, calling at Milwaukee, Sheboygan, Manitowoc, Sturgeon Bay, Marinette, Fish Creek, Ephraim, Sister Bay, and Washington Island.

CHICAGO AND MACKINAC ISLAND
One sailing weekly by Goodrich Transit Company's steamers, calling at Milwaukee, Sturgeon Bay, Fish Creek, Ephraim, Sister Bay, Washington Island and Escanaba.

CHICAGO AND MACKINAC ISLAND
Four sailings weekly by Michigan Transit Co., calling at Manistee, Traverse City, Charlevoix, Petoskey and Harbor Springs.

CHICAGO AND BUFFALO
Two cruises weekly, calling at Mackinac Island, Parry Sound, Detroit and Cleveland by Chicago, Duluth, and Georgian Bay Transit Co. Two cruises weekly Buffalo to Chicago, calling at Detroit, Mackinac Island.

CHICAGO, GRAND HAVEN, MUSKEGON
Daily overnight sailings with Saturday and Sunday daylight trips eastbound; Saturday daylight trips westbound by Goodrich Transit Co.

CHICAGO AND MONTAGUE
Friday and Saturday overnight trips. Monday daylight trips eastbound. Westbound Sunday and Monday night trips, Saturday daylight trips by Goodrich Transit Co.

CHICAGO, ST. JOSEPH, BENTON HARBOR
Thrice weekly, by Graham & Morton Line.

CHICAGO AND BENTON HARBOR
Daily service by Benton Transit Co.

CHICAGO AND SOUTH HAVEN
Daily by Chicago & South Haven S. S. Co.

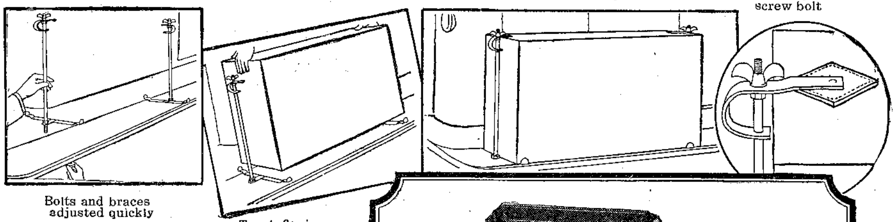
CHICAGO, HOLLAND, SAUGATUCK
Thrice weekly, by Graham & Morton Line.

MILWAUKEE & MUSKEGON
Daily service by Crosby Transportation Co.

MILWAUKEE, LUDINGTON, MANISTEE
Six trips weekly by Pere Marquette Line between Milwaukee and Ludington; three trips weekly between Ludington, Manistee.

PORT ARTHUR AND DULUTH
Two sailings weekly by U. S. and Dominion Transportation Co.

DULUTH AND CORNUCOPIA
Sailings every Saturday by U. S. and Dominion Transportation Co.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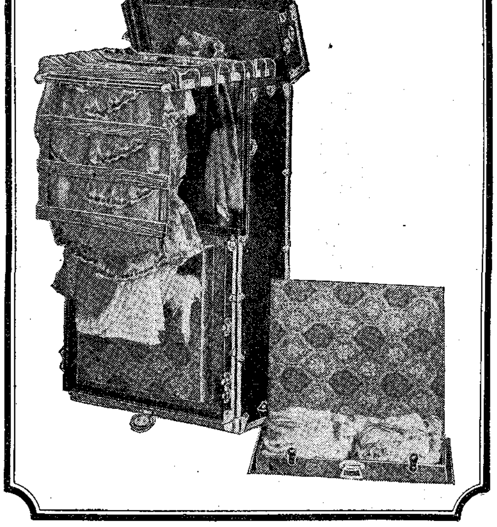

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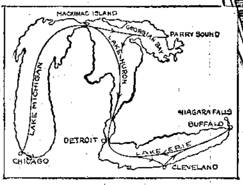
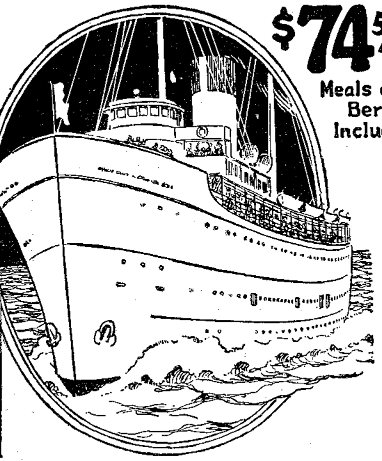
$74.50 Meals and Berth Included





A different kind of vacation — restful change, renewed energy, education and amusement combined. A trip of over 2,000 miles on Lakes Michigan, Huron, St. Claire, Erie and among the **30,000 Islands of Georgian Bay**—alluring scenery enroute — a chance to visit historic **Mackinac Island, Parry Sound (Canada), Chicago, Detroit, Cleveland and Buffalo**—*the gateway to all Eastern Canadian and St. Lawrence River Points.*

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in comfort and luxury are comparable only with finest Atlantic Steamers. Spacious decks; commodious lounge rooms; large comfortable staterooms or parlor rooms (all outside rooms); excellent meals by expert chefs and daintily served.

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You can enjoy quiet or gaiety on shipboard, as you prefer. The canopied palm garden on observation deck is ideal for relaxation. The vigor-laden breezes will put new life into you. A social hostess will introduce you that you may enjoy to the utmost the Dancing, Entertainments, Deck Games and Social Life. Make this the vacation of vacations—the one you'll always remember.

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*Tickets bearing rail-routing between Chicago, Detroit, Cleveland and Buffalo will be honored for transit upon additional payment.*

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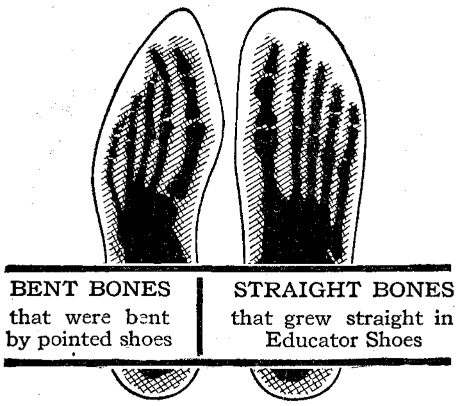
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MODIFIED EDUCATOR SHOE

**Room for 5 toes!**

Keep your feet off your mind! You *can* with this Modified Educator. Modified in style to give your foot a shapely appearance, but not modified in a single Educator feature that renders foot-comfort.

Every Educator Shoe is shaped to the natural foot. Therefore unnatural ills, such as corns and ingrowing nails, are relieved under its easy protection.

Slip into an Educator Shoe and go in peace! None genuine without this stamp:

MODIFIED EDUCATOR SHOE REG'D

EDUCATOR SHOES ARE MADE FOR MEN, WOMEN, CHILDREN

If your dealer does not carry Educators, order from
**RICE & HUTCHINS**
Address: 28 High Street, Boston, U. S. A.
Also send for booklet.

## ATLANTIC COASTWISE AND ESTUARIES

*(Sailings Based Upon Midsummer Schedules)*

| *Ports* | *Sailings* | *Lines* |
|---|---|---|
| Boston & Yarmouth, N. S | 6 weekly | Bos. & Yar. S.S. Co. |
| Boston, Eastport, Lubec & St. John, N. B. | 2 weekly | East. S.S. Li., Inc. |
| Boston, Bar Harbor, Blue Hill & Bangor | Daily | East. S.S. Li., Inc. |
| Boston, Bath & Gardiner | 4 weekly | East. S.S. Li., Inc. |
| Boston & Portland | Daily | East. S.S. Li., Inc. |
| New York, Newport, Fall River & Boston via Fall River | Daily | Fall River Line (N. E. S.S. Co.) |
| New York & Boston via Cape Cod Canal | Daily | East. S.S. Li., Inc. |
| New York, New Bedford, Martha's Vineyard and Nantucket | Daily | New Bedford Line (N. E. S.S. Co.) |
| New York & Boston via Providence | Daily | Colonial Line |
| New York & Boston via Providence | Daily | Bay State Line |
| New York, Halifax & St. John's, N. F. | Weekly | Red Cross Line |
| New York, Halifax & Quebec | 5 cruises | Furness Berm. Line |
| New York & Atlantic City | 6 weekly | Atlantic City Line |
| New York & Norfolk | 3 weekly | Old Dominion Line |
| New York & Savannah | 3 weekly | Sav. L. (O. S.S. Co. |
| New York, Charleston & Jacksonville | 3 weekly | Clyde Line |
| New York, Key West & Galveston | 2 weekly | Mallory Line |
| New York & New Orleans | Weekly | So. Pac. S.S. Line |
| Philadelphia, Savannah & Jacksonville | 2 weekly | Mer. & Min. T. Co. |
| Baltimore, Old Point Comfort, Norfolk | Daily | Ches. Li. (C. S.S.) |
| Baltimore, West Point, Richmond (via rail) | Daily | Ches. Li. (C. S.S.) |
| Baltimore, Portsmouth, Norfolk | Daily | Old Bay Line (Bal. S. P. Co.) |
| Baltimore & Norfolk | 2 weekly | Mer. Min. T. Co. |
| Baltimore, Savannah & Jacksonville | 2 weekly | Mer. & Min. T. Co. |
| Washington & Norfolk | Daily | Nor. & Wash. S.B Co. |
| Savannah & Jacksonville | 4 weekly | Mer. & Min. T. Co |
| Key West & Port Tampa | 2 weekly | Penin. & Oc. S.S.Co |

## INSULAR, CANAL ZONE, CALIFORNIA

| *Ports* | *Sailings* | *Lines* |
|---|---|---|
| Boston, Havana, Costa Rica, Canal Zone | Weekly | United Fruit Co. |
| New York to Bermuda | 2 weekly | Furness-Berm. Li. |
| New York, Nassau & Antilla (Cuba) | Fortnightly | Munson Line |
| New York to Havana | Weekly | United Fruit Co. |
| New York to Havana | Weekly | Ward Line |
| New York to Havana | Fortnightly | Panama Pac. Line |
| New York to Havana | Fortnightly | Dollar S.S. Line |
| New York to Havana | Monthly | Pac. St. Nav. Co. |
| New York to Porto Rico | Weekly | N. Y. & P. R. S.S. Co. |
| New York, Kingston (Jamaica), Canal Zone and Colombian Ports | Weekly | United Fruit Co. |
| New York, Santiago (Cuba), Kingston (Jamaica) and Central American Ports | Fortnightly | United Fruit Co. |
| New York, Havana, Canal Zone, Costa Rica | Weekly | United Fruit Co. |
| New Orleans, Havana, Canal Zone, Panama | Weekly | United Fruit Co. |
| New Orleans, British Honduras, Guatemala | Weekly | United Fruit Co. |
| New York, Granada, Trinidad and Demerara | Fortnightly | Trinidad Line |
| New York, Virgin Islands, British and French West Indies | Fortnightly | Quebec S. S. Co. |
| New York, Havana, Canal Zone, Los Angeles, San Francisco | Fortnightly | Panama Pac. Line |
| New York, Havana, Canal Zone, Los Angeles, San Francisco (and Around the World) | Fortnightly | Dollar S.S. Line |
| New York, Canal Zone, Central American and Mexican Ports, Los Angeles & San Francisco | Ev. 3 weeks | Pac. Mail S.S. Co. |

## PACIFIC COASTWISE

| *Ports* | *Sailing* | *Lines* |
|---|---|---|
| Vancouver, Queen Charlotte Islands, Prince Rupert | Fortnightly | Can. Na. P.C. Serv. |
| Vancouver, Victoria. Seattle | Daily | Can. Pac. Ry. S.S. Lines |
| Seattle, Victoria, Portland, Astoria and San Francisco, Los Angeles and San Diego | 2 weekly | Admiral Li. (2 Div.) |
| Seattle and Alaskan Ports | Weekly | Admiral Li. (2 Div) |
| Seattle and Alaskan Ports | Weekly | Alas. S.S. Co. |
| San Francisco, Los Angeles, San Diego | 4 ti. weekly | Los Ange. S.S. Co. |
| San Francisco & Portland | 9 days | San F.-P. S.S. Co. |
| Los Angeles Harbor & Santa Catalina Island | Daily | Wilming. Tr. Co. |
| San Francisco, Los Angeles and New York | | (See above table) |

## SOUTH AMERICA

| *Ports* | *Sailings* | *Lines* |
|---|---|---|
| New York, Porto Rico, Venezuela | Weekly | Red D Line |
| South America. East Coast | Fortnightly<br>Fortnightly | Lamp. & Holt Line<br>Munson Line |
| South America, West Coast | Fortnightly<br>Monthly | Grace Line<br>Pac. St. Nav. Co. |

## WHICH ROUTE TO OR FROM THE COAST?

The rail pathways leading across the plains and mountains to the Pacific Northwest and California have so many and such diverse surroundings that experienced travelers go by one route and return by another.

An outline of the Canadian transcontinental routes will be found in the section of these articles descriptive of Canada. A United States connection with them is provided by the "Soo Route" between Chicago and Winnipeg and Chicago and Portal, North Dakota. This summer through car service from Chicago to Jasper Park, Canada, will be inaugurated by the Chicago & Northwestern System to Duluth, thence Canadian National Railways via Winnipeg. The four Northern United States rail pathways to the Pacific Coast include: The Burlington-Great Northern; Chicago, Milwaukee and St. Paul; Burlington-Northern Pacific; and the Union Pacific's "Oregon Short Line" diverging from the Overland Route at Granger, Wyoming, with a branch to Yellowstone Park via Pocatello.

The three first-named routes traverse the same general territory, indeed often paralleling each other. Each crosses the Great Plains, winds through the valleys of the Northern Rockies, descends to the Columbia River Plateau, climbs over the divides of the Cascades and Coast Ranges, and terminates at either Seattle or Portland. The Great Northern is the northernmost route, reaching Glacier National Park; the Northern Pacific is for most of the distance southward, reaching by branch line from Livingston to Gardiner, the northern entrance to Yellowstone National Park, while the Milwaukee is now southward, parallel or northward of the Northern Pacific. Six hundred and forty-nine miles of the St. Paul System is electrically operated, including the mountain divisions.

The Burlington and Northern Pacific also reach Yellowstone National Park via the Cody eastern gateway, while the Chicago and Northwestern System provides another route to the Yellowstone through Lander, Wyoming.

The principal terminus of the Northern Pacific and Great Northern is St. Paul, through service to the Coast being operated from Chicago over the Burlington System and from St. Louis and Kansas City by Burlington Route to Billings, there joining the Northern Pacific and Great Northern. The other Eastern terminus of these lines is Duluth.

The scenic features and historical associations of these northern routes include, environs of the "twin cities," St. Paul and Minneapolis with near-by Fort Snelling, Minnehaha Falls, White Bear Lake and Lake Minnetonka; the Upper Valley of the Mississippi; the lake region of Wisconsin and Minnesota, a sportsman's paradise; the pathway trod by Father Louis Hennepin, and later by Lewis and Clark; the strange formations of the North Dakota Badlands; Two National Parks, Glacier and Yellowstone; The Red Desert; Valleys and Canyons of the Bitterroots; fertile valleys of Oregon; the Columbia River Valley, and Puget Sound.

The overland or central route from Chicago to the Pacific Coast with optional divergences provides the tourist with a diversity of American scenery. Its eastern link between Chicago and Omaha is the Chicago and Northwestern System traversing the fertile lands of Illinois and Iowa, crossing the Mississippi at Ames and the Missouri at Council Bluffs. From Omaha the route enters upon the Great Plains over which passed the covered wagon trains of the pioneers through the valleys of the Platte and South Platte for 350 miles. Near Kearney stood the old fort where the trails from Kansas City and the Platte joined. At Julesburg, an old stage station, a division follows the South Platte to Denver. A short distance westward the first glimpse of the Rockies is had. From

Cheyenne, whence another line runs to Denver, the grades are upward and the Laramie Range is crossed at an elevation of 8,009 feet.

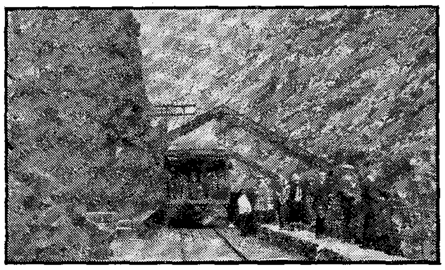
Fantastic red buttes are seen near Laramie where stood the most famous fort of the pioneer trail. At Creston the Continental Divide is crossed, elevation 7,102 feet. Here is encountered the Red Desert with its mirages and colorful pictures.

At Granger branches the Oregon Short Line Route to the Pacific Northwest, with another branch to Yellowstone Park from Pocatello. Near here are Castle Rock and other wonderful natural monuments. Ten miles south of Bridger stood the fort erected by the famous James Bridger.

The route now follows the Mormon trail over the Aspen Ridge, then through Echo Canyon, the valley of the Weber River with its Devil's Slide and other formations to Ogden at the foot of the Wasatch Mountains.

Here the Overland Route of the Union Pacific merges into the Ogden Route of the Southern Pacific for San Francisco. Salt Lake City is thirty-seven miles southward, while northward stretches the Oregon Short Line for Yellowstone Park and the Pacific Northwest. The tourist may also travel from Ogden by Union Pacific to Los Angeles.

For almost 600 miles west of Ogden the route is over the Great Basin. Just beyond Ogden the rails lead directly over the waters of the Great Salt Lake, following the famous Lucin Cut-Off. Now the Humboldt Valley is entered, Palisade Canyon traversed, and the Truckee River climbed to the Sierra Divide at Truckee, elevation 5,820 feet. Fifteen miles from Truckee lies beautiful Lake Tahoe, a favorite side trip. Through the American River Canyons the line descends the Pacific slope, to Sacramento and on to Oakland and San Francisco.



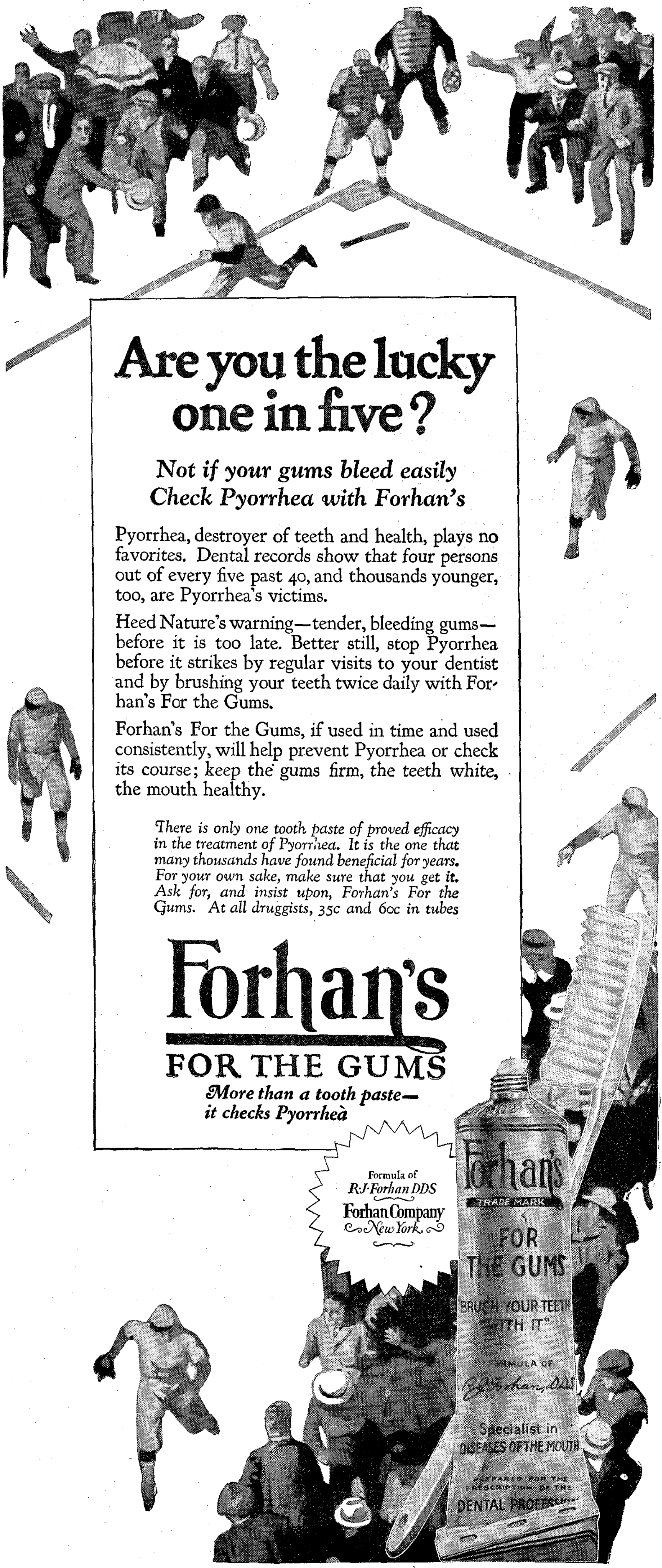
Courtesy Denver, Rio Grande & Western R. R.

IN THE DEPTHS OF THE ROYAL GORGE

### IN THE COLORADO ROCKIES

"Denver is the metropolis of the Rocky Mountain region," says Marius R. Campbell in Part E of the Government's "Guide Book of the Western United States." "It is noted for its broad, clean streets, its handsome residences, and the beauty and number of its public parks. On a clear day the traveler may obtain [from Cheesman Park] a sweeping view of the great Front Range from Long's Peak, sixty miles away to the North, to Pike's Peak, eighty miles to the southwest."

Denver is a convenient stop-over point for transcontinental tourists, being about the half-way point between Chicago or St. Louis and the Coast. It is an important rail center, located on the Overland Route from Chicago of the Chicago and Northwestern-Union Pacific Systems; the Union Pacific System from St. Louis and Kansas City; the Burlington Route from Chicago, St. Louis or Kansas City; the Rock Island Lines from Chicago, St. Louis or Kansas City; a division of the Santa Fe System from Chicago and Kansas City via La Junta; from St. Louis and Memphis by the Missouri Pacific System and connections. It is also an important point on the lines of the Colorado and Southern and it is the eastern terminus of the Denver & Rio Grande Western System for Salt Lake City, thence to the Pacific Coast by Western Pacific, Union Pacific or Southern Pacific Systems.



# Are you the lucky one in five?

***Not if your gums bleed easily***
***Check Pyorrhea with Forhan's***

Pyorrhea, destroyer of teeth and health, plays no favorites. Dental records show that four persons out of every five past 40, and thousands younger, too, are Pyorrhea's victims.

Heed Nature's warning—tender, bleeding gums—before it is too late. Better still, stop Pyorrhea before it strikes by regular visits to your dentist and by brushing your teeth twice daily with Forhan's For the Gums.

Forhan's For the Gums, if used in time and used consistently, will help prevent Pyorrhea or check its course; keep the gums firm, the teeth white, the mouth healthy.

*There is only one tooth paste of proved efficacy in the treatment of Pyorrhea. It is the one that many thousands have found beneficial for years. For your own sake, make sure that you get it. Ask for, and insist upon, Forhan's For the Gums. At all druggists, 35c and 60c in tubes*

**Forhan's**

**FOR THE GUMS**

***More than a tooth paste—it checks Pyorrhea***

Formula of
R.J. Forhan DDS
Forhan Company
New York

an Opportunity TO CONVINCE YOURSELF!

IF you knew that 70,000 progressive farmers are producing and selling, *direct from their farms*, a richer, creamier evaporated milk—containing even more nutritious milk fats and solids than is required by the high U. S. Government standards—

Wouldn't you want to enjoy its high quality yourself?

Here is your opportunity: Ask your grocer for **DAIRYLEA** Brand Evaporated Milk—the milk that is gaining such wide-spread popularity for its fresh, delicious, creamy flavor.

* * * *

THE 70,000 farmers who produce and also sell **DAIRYLEA** to you, *insist* on this increased merit and food value. They know this is the right way to ask you to consume more of their milk.

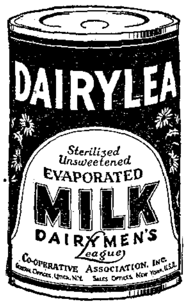
Such are the high business ideals that built up the Dairymen's League Co-operative Association — the world's largest organization of its kind. Each of its 70,000 farmer members shares equally in the control and responsibility of its $7,000,000 a month business.

* * * *

YOU will find **DAIRYLEA** Evaporated Milk the concentrated wholesomeness of the purest fresh bottle milk—exactly the same milk which U. S. Senator Copeland, when Health Commissioner of New York City, called "the best in the world."

Ask your grocer and
see that he gives you
this familiar can:

*Richer*



*Creamier*

## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Denver is also the headquarters for the National Park-to-Park Highway Association which, with the cooperation of the National Park Service and National Automobile Associations, is actively engaged in the development of the National Park-to-Park Motor Highway. This scenic route is approximately in the form of a huge circle with a circumference of about 6,350 miles. From Denver beginning northward it intersects Rocky Mountain National Park, Yellowstone National Park, Glacier National Park, Mt. Rainier National Park, Crater Lake National Park, Lassen Volcanic National Park, Yosemite National Park, General Grant and Sequoia National Parks, with branches to Zion National Park, Grand Canyon National Park, Mesa Verde National Park and thence back to Denver. Spokane, Seattle, Tacoma, San Francisco, Los Angeles and Colorado Springs are some of the cities other than Denver on this route. All links of this circuit have been now joined with the exception of a short gap in Glacier National Park under construction by the Government. Tourists may ship their cars over this gap by the Great Northern Railway or travel over good roads into Canada and thus around the missing link.

From Denver many side trips are available. A favorite is the one-day excursion to the Continental Divide at Corona (altitude 11,680 feet) by the "Moffat Road" (Denver and Salt Lake Railroad) where snowballing may be indulged in during midsummer and extensive panoramic views enjoyed. The Canyon of the South Platte River offers an interesting ride over the tortuous route of the Colorado and Southern.

A seventy-mile circle trip by motor over Denver's Mountain Park is a delightful experience. About fifty miles north of Denver is the Rocky Mountain National Park, reached by four rail lines and motor highways. For details and gateways see table of National Parks elsewhere.

Seventy-five miles south of Denver is the most noted health resort of the Rocky Mountain region, Colorado Springs. This attractive city of parks and superb mountain views is a favorite tourist headquarters. It is a base for numerous side trips.

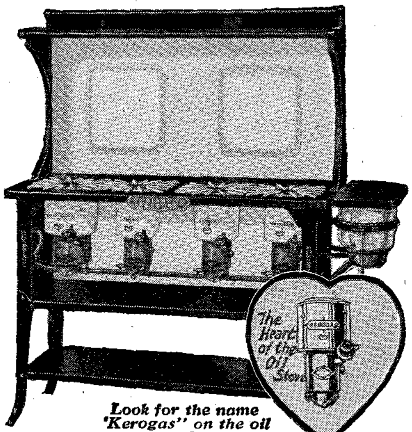
Six miles westward is Manitou, famous for its medicinal springs and the starting point for the cog-wheel trip up Pike's Peak. At Cascade the motor road begins its eighteen-mile ascent of the great mountain. The view from the summit (14,109 feet) on a clear day is incomparable.

South Cheyenne Canyon with its Seven Falls, a few miles southwest of Colorado Springs, is sometimes termed the miniature Yosemite. A motor trip to Cripple Creek discloses varied mountain scenery.

No visitor will miss the short trip to that natural wonder, the Garden of the Gods, included in the Colorado Springs Park System.

As we have seen, the cross-continent tourist stopping over at Denver has the choice of numerous routes over which to continue his journey, each with its individual attractions.

If the tourist goes from Denver to California via the Pacific Northwest he may include in the itinerary visits to Rocky Mountain, Yellowstone, Glacier and Mt. Rainier National Parks by following the Burlington-Great Northern Route or, omitting Glacier National Park, by the Burlington-Northern Pacific Route. Three other routes to the Pacific Coast are available including the Union Pacific to Cheyenne, thence transcontinental line to Granger and Oregon Short Line to Pacific Northwest, with side trip to Yellowstone National Park en route; westward to Ogden, thence to San Francisco by Southern Pacific, or to Los Angeles via Salt Lake City and Union Pacific System. The Santa


The Heart of the Oil Stove
Look for the name 'Kerogas'' on the oil stove burner

Kerogas—
A Wonderful
Convenience!

Now you can have just the amount of heat you want—*when* you want it—and use kerosene for fuel.

The Patented Kerogas Burner—a standard part of the equipment of many better brands of oil stoves—gives you this wonderful convenience.

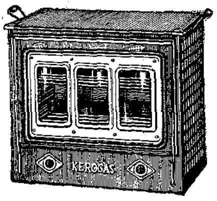
Automatically, this perfect burner mixes common kerosene—the cheapest fuel known—with air; and with one part kerosene it burns 400 parts of air. Could there be any greater economy?

And could anything be simpler? All you do is strike a match—turn a small control wheel. Instantly the Patented Kerogas Burner produces a steady, uniform *gas flame* that you can control to any degree—from the most powerful blaze to slight, "simmering" heat.

*The Giant Kerogas Burner*

Every "Giant Kerogas Oil Stove" equipped with "regular" Kerogas Burners also has one of the new Patented Giant Kerogas Burners. This "Giant" is capable of the most intense heat—when you need it quickly—but is easily regulated for ordinary use. Models equipped only with "regular" Kerogas Burners are also available.

When your dealer shows you an oil stove, look for the name on its burners. If they say KEROGAS, you will know it is a *good* stove. If not, insist on seeing one that *is* so equipped before you decide.



***The KEROGAS Oven for Baking and Roasting*** is a fitting companion for the Kerogas Burner. As reliable as any range oven ever made—and as durable. Gives sure, uniform results because its temperature can be regulated perfectly by the burner beneath.

*Manufactured by*
**A. J. Lindemann & Hoverson Co.**
**1211 First Avenue, Milwaukee, Wis.**
*Manufacturers of Burners, Ovens, Cooking and Heating Stoves and Ranges*

*DEALER'S NOTE:* The best jobbers are prepared to supply oil stoves equipped with the *Kerogas* Burners.

PATENTED
KEROGAS
TRADE BURNER MARK

**The best way to select a GOOD Oil Stove is to make sure that it carries the trade-mark—KEROGAS—on the burners**

Fe's system offers an opportunity to visit en route from Denver to the Pacific Coast Colorado Springs, the Painted Desert and Petrified Forest National Monuments; Grand Canyon; General Grant and Sequoia and Yosemite National Parks.

The Denver and Rio Grande Western Route extends from Denver southward to Colorado Springs and Pueblo, thence through the heart of the Rocky Mountain region, to the Mesa and Canyon country of Utah and the Great Basin region of Salt Lake, including a division to Mancos, the gateway of Mesa Verde National Park. Through car service to California over this route is afforded by the Burlington System between Chicago and Denver and from St. Louis by the Missouri Pacific System between St. Louis and Pueblo, while all other lines from the East serve as feeders.

The Rio Grande route is through an almost constant succession of natural grandeur after penetrating the Rockies about forty miles west of Pueblo. At Canon City it enters the mouth of the Royal Gorge in places only fifty feet wide and from 1,000 to 1,200 feet in depth. Viewed from the observation car traversing its floor or looking into its depths from the Skyline Drive following its brink this is one of the most impressive spectacles of the Colorado Rockies. The route continues through the winding Canyon of the Arkansas clinging to its precipitous sides, while on the opposite shore between Parkdale and Leadville is the famous scenic State highway. Panoramic views of the Sangre de Cristo Range follow the passage of the Arkansas Canyon. The crest of the continent is crossed at Tennessee Pass, elevation 10,240 feet. Prevailing grades are now descending along the western slopes to the Great Basin. Near Redcliff a view is obtained of the Mount of the Holy Cross. Then follow Eagle River Canyon; for fifteen miles the Canyon of the Colorado River and the Ruby Canyon west of the Green River on the old Spanish Trail. Through nature's majestic sandstone portal, the towering Castlegate, the route continues crossing the Wasatchs and finally descending to Salt Lake City.

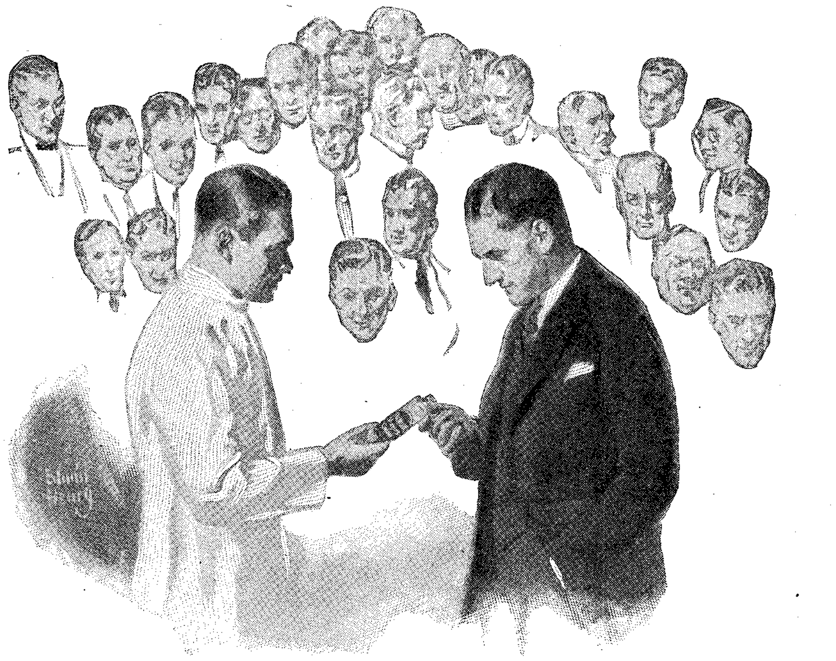
The metropolis of the Great Basin, State capital and headquarters of the Mormon Church, has many points of interest. Temple Square is the center about which Brigham Young began his city in 1847. Upon it faces the famous temple begun by the pioneers and completed after forty years of toil and the tabernacle with its great organ. Ten miles distant is Saltair, the bathing resort on the shores of the Great Salt Lake. Several other side trips are of interest, including those to Parley's Canyon and Park City and to the great Copper Camp at Bingham.

The trip to the Coast may be continued from Salt Lake City by Western Pacific System to San Francisco; Southern Pacific System to San Francisco via Ogden; Union Pacific System direct to Los Angeles.

If the Western Pacific System is selected the route parallels the southern shore of Great Salt Lake and Salt Beds, thence along the old emigrant trail through the Humboldt River Valley. The summit of the Toano Range is crossed and the Pacific slope is reached at Beckwith Pass (5,118 feet elevation), the Sierras being penetrated through the picturesque Feather River Canyon. One hundred miles of the journey is through the Plumas National Forest. At Paxton tourists for Lassen Volcanic Park may change to Indian Valley Railroad to Crescent Mills, from which point the park is reached by motor road.

The Southern Pacific Route is from Salt Lake City northward to Ogden, thence westward over the Ogden Route heretofore described.

The Union Pacific Route from Salt Lake City to Los Angeles provides access to Zion Canyon and north rim of Grand Canyon via Lund; also to the Rainbow Canyon.



# You Men Are Alike

## When I learned what 1,000 men wanted in a Shaving Cream, I knew what millions wanted

*By V. K. Cassady, Chief Chemist*

**GENTLEMEN:**

I asked 1,000 men what they most desired in shaving cream.

We worked 18 months to perfect for you the ideal shaving cream. We made up and discarded 130 separate formulas.

After 130 trials, we made a shaving cream which no man yet has matched. It excels in lather, in quickness, in durability. It excels in fine after-effects. It excels above all, in strong bubbles.

### 5 things you wanted

It multiplies itself in lather 250 times, so a tiny bit suffices for a shave.

It acts in one minute. Within that time the beard absorbs 15% of water.

It maintains its creamy fullness for ten minutes on the face.

Super-strong bubbles support the hairs for cutting. No hairs falling down.

The palm and olive oil content leaves fine after-effects.

### *We ask a test*

This is not written to sell you Palmolive Shaving Cream.

We ask a test at our cost—a ten-shave test. We will then accept your verdict. Please, in fairness to yourself and us, mail this coupon to us.

To add the final touch to shaving luxury, we have created Palmolive After Shaving Talc—especially for men. Doesn't show. Leaves the skin smooth and fresh, and gives that well-groomed look. Try the sample we are sending free with the tube of Shaving Cream.

THE PALMOLIVE COMPANY (Del. Corp.). 360 N. Michigan Avenue, Chicago, Ill.

PALMOLIVE
SHAVING CREAM

©P. Co. 1924

10 SHAVES FREE

and a can of Palmolive After Shaving Talc

Simply insert your name and address and mail to

Address for residents of Wisconsin, The Palmolive Company (Wis. Corp.), Milwaukee, Wis., Dept. B-843. Address for residents other than Wisconsin, The Palmolive Company (Del. Corp.), 360 N. Michigan Ave., Chicago, Ill., Dept. B-843.

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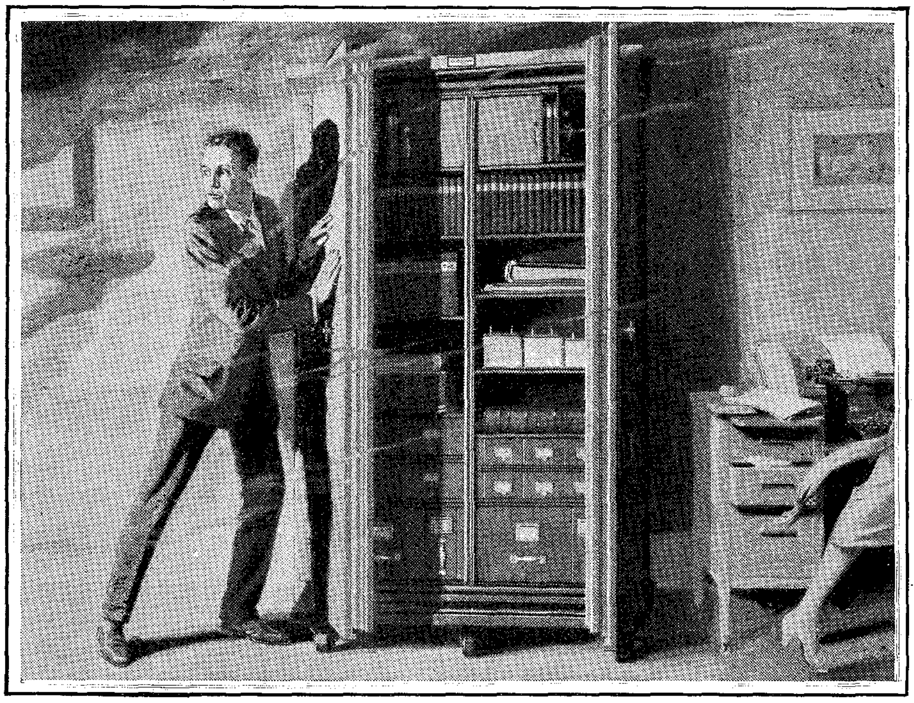
2241B

Where are *your* business records?



There will be 1000 serious fires in the next 24 hours!

FIRES increase daily, both in numbers and severity. There is a fire every minute.

Business records *must* have *adequate* fire protection. They are necessary to collect insurance, to obtain credit, to collect accounts receivable and to begin business anew. *Their greatest importance is on the day after the fire.* Safeguard your business future to-day with "The World's Safest Safe"—THE SAFE-CABINET.

THE SAFE-CABINET is so constructed that it has preserved its contents intact in hundreds of severe fires—exposed to the intense heat of raging flames—buried for days afterward beneath hot, smoldering ruins. It affords the highest degree of tested, measured and certified fire protection known to the safe-making industry. SAFE-CABINET protection *does not deteriorate* with age.

THE SAFE-CABINET is a handsome and attractive piece of office furniture. Equipped with Slide-in Doors—the newest feature in safe-building—it will save both time and office space. It is made in eighty-three models and sizes to fit every business, large or small. There is only one SAFE-CABINET, manufactured only by THE SAFE-CABINET COMPANY, and sold only by—

THE SAFE-CABINET MAN

THE SAFE-CABINET MAN will make a complete analysis of your fire dangers, and the day-after-the-fire value of your records. He will suggest ways and means of economizing space. He will save you time and money. *He may save your business.* His services are without charge. Telephone THE SAFE-CABINET office in your city, or write directly to THE SAFE-CABINET COMPANY, Marietta, Ohio, or to THE SAFE-CABINET COMPANY of Canada, Limited, Toronto, Canada.

THE SAFE-CABINET

## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Courtesy Atchison, Topeka & Santa Fe R. R.

DESCENDING BRIGHT ANGEL TRAIL, GRAND CANYON

### WONDERS OF THE SOUTHWEST

There is a fascinating region in the Southwest including remains of prehistoric civilizations, evidences of the Spanish occupation, and present-day Indian Pueblos. Here, too, nature has created her most colorful, spectacular and amazing handiwork.

Two routes from Chicago to California are available to those who would see the varied attractions of New Mexico and Arizona, the Santa Fe-Grand Canyon Route and the Rock Island-El Paso Route.

Each follows a southwestward course from Chicago to Kansas City, which was the Westport Landing of pioneer times. This city, occupying fifty-eight square miles, is the metropolis of the lower Missouri Valley. Its parks and forty million dollar Union Station are of interest to tourists.

After leaving Kansas City both routes cross the Great Plains. The Santa Fe Route follows closely the old Santa Fe Trail. The Arkansas Valley is threaded into Colorado and at Las Animas the first Adobe of Mexican settlements is seen. At La Junta, the Colorado Springs and Denver division diverges north. From here the way leads up through the Spanish Peaks of the Rockies crossing Raton Pass (elevation 7,608), the divide between the Arkansas River on the North, the Canadian River on the South.

From Las Vegas there is a heavy pull up to the high altitudes of Puebloland through Glorietta Pass. At Lamy a branch line runs northward to old Santa Fe with its varied historical associations and many attractive side trips. From Lamy westward almost to Albuquerque the route follows the Rio Grande Valley.

At Laguna begins the side trip to Acoma, eighteen miles distant, near which is the famous enchanted Mesa. The summit of the Continental Divide is reached at Gonzales in the Zuni Mountains, elevation 7,250 feet. The tourist is now in the land of the Navajo. From Gallup the Navajo Reservation and the large Pueblo of Zuni may be visited. From Adamana a side trip leads southward to the series of Petrified Forests included in a National Monument. Now the route follows the Rio Puerco and Little Colorado Rivers. Winslow is at the southern end of the amazing Painted Desert lying between the Canyons of the Little Colorado and Colorado Rivers. Flagstaff is headquarters for the great pine region of the Coconino National Forest and from here horseback trips lead to the San Francisco Peaks. At Williams through cars are switched to the branch line running northward to El Tovar where the tourist is on the brink of nature's greatest masterpiece—The Grand Canyon.

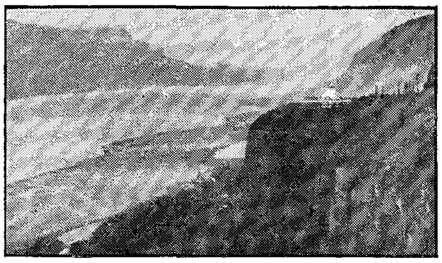
At Ash Fork a branch line runs southward to Prescott and Phoenix. The Colorado River is crossed and California entered at Needles, the route thence continuing to Los Angeles and northward to San Francisco with side trips to Sequoia and General Grant and Yosemite National Parks.

The Rock Island Route with its feeders,

from St. Louis to Kansas City and from Memphis to Tucumcari intersects regions of great interest.

Its trains between Santa Rosa and El Paso are operated over the El Paso and Southwestern System and west of El Paso over the Southern Pacific System with the Apache Trail, Roosevelt Dam, Tucson and other attractions. The Colorado River is crossed at Yuma and thence two routes are optional; one through the scenic grandeur of the Carriso Gorge to San Diego and the other direct to Los Angeles, thence northward to San Francisco by Southern Pacific coast or valley divisions with side trips from the latter to General Grant, Sequoia or Yosemite National Parks.

From New Orleans, with direct steamship connection with New York, extends westward the Sunset Route of the Southern Pacific, already described from El Paso westward.



Courtesy of Chicago, Burlington & Quincy R. R.

MAJESTIC GORGE OF THE COLUMBIA RIVER

### THE PACIFIC NORTHWEST

When the long trains of covered wagons toiled across the plains, blazing the way for a new Western Empire, they came to a fork in the trail. Some followed the indistinct road ahead at the end of which was California. Others bore to the right over the tracks that led to Oregon. Each objective had its magic appeal to those pioneers. Each has its lure to the Pullman tourist of to-day who is able to visit both regions with ease and expedition.

The ideal transcontinental itinerary embraces both the Pacific Northwest and the State of California. Routes and tickets for the combination are easily arranged.

If the traveler goes first to British Columbia, Washington or Oregon he enters a realm of continuous natural attractions among which are some of the most admirable cities on the continent.

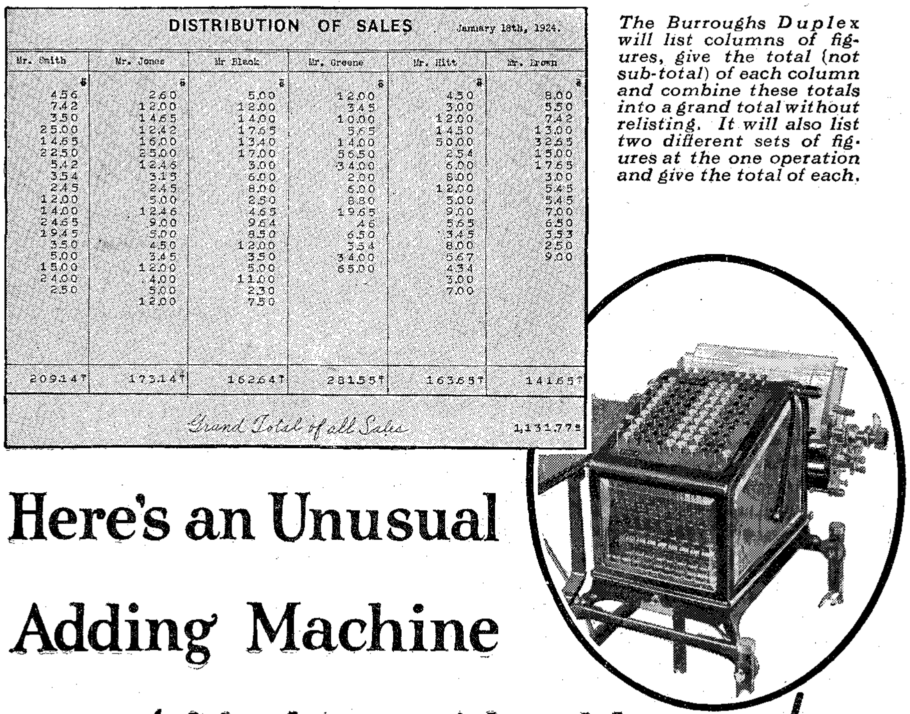
The scenic interests include virgin forests of evergreens, lofty mountains, fertile valleys, lakes, streams, rivers, oceanside beaches, and broad harbors. The cities radiate all that is best in civic accomplishment and their surroundings are incomparable. Climatically this Northwest possesses pure, cool and invigorating air.

The leading cities and travel centers are Victoria and Vancouver, ocean ports of British Columbia; Seattle with its salt and fresh water harbor; Tacoma, the gateway to Mt. Rainier National Park; Portland, with its famous Columbia River Highway, and inland Spokane, the hub of rail routes to the Northwest. Each has its many and distinctive points of interest.

The natural attractions of Washington include Mt. Rainier National Park; the snowcapped peaks of the Cascades and Olympics; numerous mountain lakes, such as Chelan and the islands and indentations of Puget Sound. There are 50,000 miles of scenic highways within the State.

North of the International border in British Columbia are other regions of scenic charm described under the Canadian section of these articles.

In the Cascades, Coast Range and Siskiyous of Oregon are delightfully situated summer playgrounds reached by improved motor highways. In the east is the Lake Malheur group, in the south the Klamath Chain of Lakes and Crater Lake National Park with its prehistoric crater filled with crystalline waters.



DISTRIBUTION OF SALES January 18th, 1924.

| Mr. Smith | Mr. Jones | Mr Black | Mr. Greene | Mr. Hitt | Mr. Brown |
|---|---|---|---|---|---|
| $ | $ | $ | $ | $ | $ |
| 4.56 | 2.60 | 5.00 | 12.00 | 4.50 | 8.00 |
| 7.42 | 12.00 | 12.00 | 3.45 | 3.00 | 5.50 |
| 3.50 | 14.65 | 14.00 | 10.00 | 12.00 | 7.42 |
| 25.00 | 12.42 | 17.65 | 5.65 | 14.50 | 13.00 |
| 14.65 | 16.00 | 13.40 | 14.00 | 50.00 | 32.65 |
| 22.50 | 25.00 | 17.00 | 56.50 | 2.54 | 15.00 |
| 5.42 | 12.46 | 3.00 | 34.00 | 6.00 | 17.65 |
| 3.54 | 3.15 | 6.00 | 2.00 | 8.00 | 3.00 |
| 2.45 | 2.45 | 8.00 | 6.00 | 12.00 | 5.45 |
| 12.00 | 5.00 | 2.50 | 8.80 | 5.00 | 5.45 |
| 14.00 | 12.46 | 4.65 | 19.65 | 9.00 | 7.00 |
| 24.65 | 9.00 | 9.64 | .46 | 5.65 | 6.50 |
| 19.45 | 5.00 | 8.50 | 6.50 | 3.45 | 3.53 |
| 3.50 | 4.50 | 12.00 | 3.54 | 8.00 | 2.50 |
| 5.00 | 3.45 | 3.50 | 34.00 | 5.67 | 9.00 |
| 15.00 | 12.00 | 5.00 | 65.00 | 4.34 | |
| 24.00 | 4.00 | 11.00 | | 3.00 | |
| 2.50 | 5.00 | 2.30 | | 7.00 | |
| | 12.00 | 7.50 | | | |
| 209.14T | 173.14T | 162.64T | 281.55T | 163.65T | 141.65T |

Grand Total of all Sales 1,131.77*

*The Burroughs Duplex will list columns of figures, give the total (not sub-total) of each column and combine these totals into a grand total without relisting. It will also list two different sets of figures at the one operation and give the total of each.*

# Here's an Unusual Adding Machine

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If you knew a man who could add several groups of figures—one after the other—and then remember all the totals so that he could instantly write the grand total of all the groups, you would consider him very unusual, wouldn't you?

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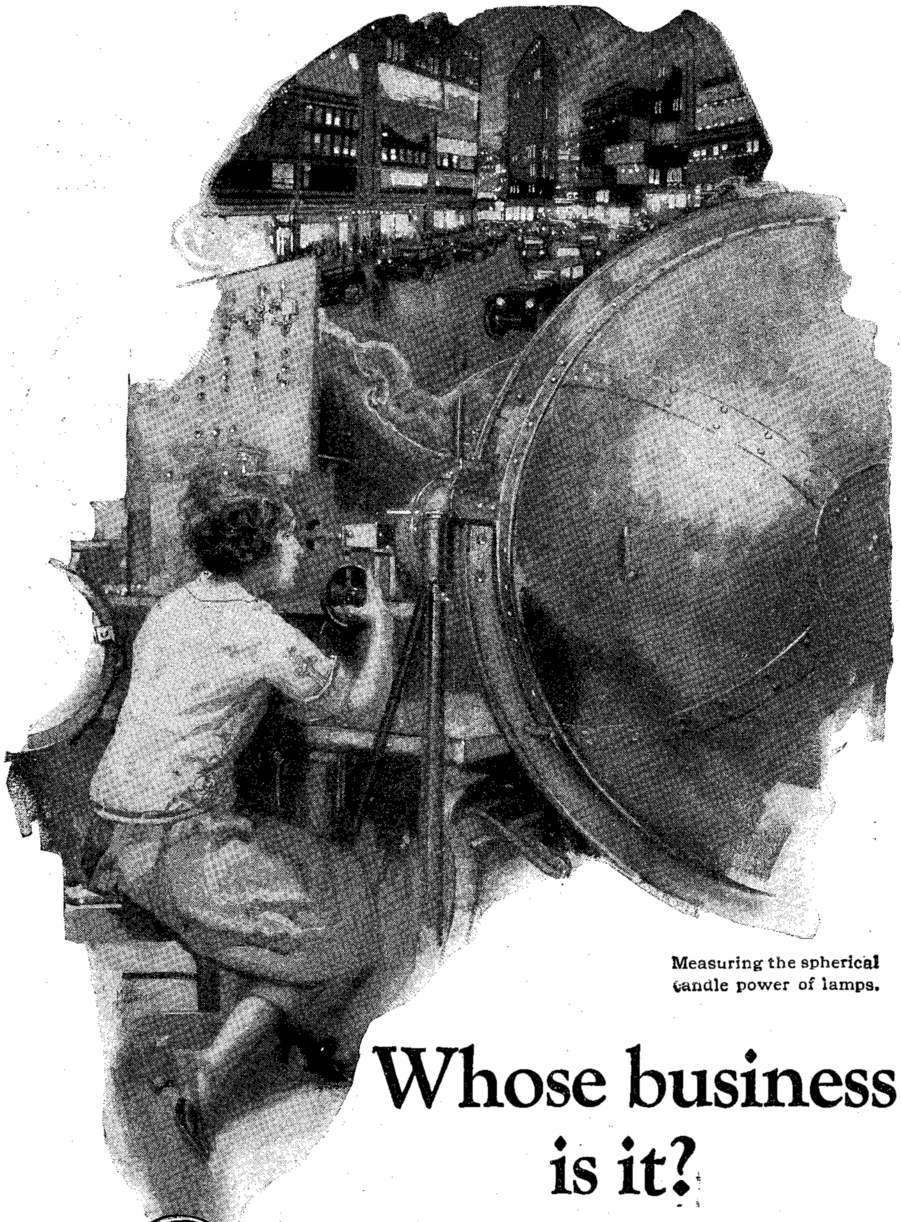

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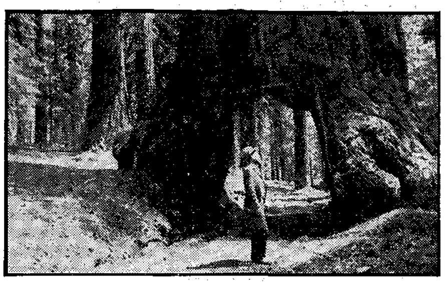
## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

The rail gateways to the Pacific Northwest include the Canadian Pacific and Canadian National Railways; Chicago, Milwaukee and St. Paul; Great Northern; Northern Pacific; Union Pacific and Southern Pacific systems. Steamship services are listed in the table elsewhere.

The rail link between the Pacific Northwest and California is the Shasta Route of the Southern Pacific System with its superb views of Mt. Shasta and its contact with the scenic attractions of the Sacramento Valley. From Redding on this route is the Western approach to Lassen Volcanic Park.



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6,000-YEAR-OLD CALIFORNIA SEQUOIA

### CALIFORNIA

"Of all surprizes that California, and particularly Southern California, holds for the newcomer," says Charles Francis Saunders in his "Under the Sky in California" (McBride), "none is more thorough than the delightfulness of the summers. . . . The entire coastal region of Southern California, as far inland as the influence of the Pacific trade-winds and ocean fogs is felt—the region in which, for instance, such well-known tourist cities as Santa Barbara, Pasadena, Los Angeles and San Diego lie—has a particularly charming summer climate. . . . The summers in California—the desert counties excepted—are no warmer than anywhere else, while anywhere within fifty miles of the coast they are really cooler than the Atlantic seaboard ever dreamed of for summer weather."

Then there are the high altitude regions of California such as Lassen Volcanic National Park, Lake Tahoe, portions of Yosemite National Park, including the Mariposa Grove of Big Trees and other high altitudes of the Sierras.

California is the goal of transcontinental tourists, yet its magnitude is so great, its interest so varied that many visitors obtain hardly more than a fragmentary glimpse of the Golden State.

North of Sacramento there is a land of natural charm including forests, valleys, canyons, volcanoes and snow-capped Mt. Shasta. Tourists who enter California by the Shasta Route of the Southern Pacific from Portland, winding through the Siskiyous, or by the Feather River Canyon Route of the Western Pacific are brought into contact with Northern California scenery. Hitherto little known, but one of the natural wonders of the West, is Lassen Volcanic Park in Northwestern California containing the active volcano, Lassen Peak, many extinct craters, the Cinder Cone, a remarkable volcano; a Boiling Lake, eight acres in extent with mud pots and hot springs; marvelous hot spring districts known as the Devil's Kitchen and Bumpus's Hell; beautifully wooded King's Canyon with gem-like waterfall; and unexcelled fishing. The Western approach is from Redding on Shasta Route of the Southern Pacific System. A southern approach to the Park is from Paxton on the Western Pacific System, thence by the Indian Valley Railroad to Crescent Mills; thence by motor over good road to Drakesbad. Present accommodations consist of a well-organized camp.

San Francisco and its environs is a magnet

Springfield, Missouri

for every tourist. Rising from the Bay on its series of hills with mountain panoramas for its background, it is imposing and spectacular. It is a cosmopolitan city of varied districts including the Latin Quarter, Chinatown, the Embarcadero, Knob Hill and Golden Gate Park. Many attractive trips may be taken to points of interest near by, including the Muir Woods, the "double bow-knot" railway ascending Mt. Tamalpais, the Navy Yard, Berkeley, Oakland, Alameda, etc.

Dramatic entertainment is not lacking in San Francisco. We may see plays in Spanish, Italian, French, and Chinese. At the Greek Theater of the University of California and the Forest Theater at Carmel drama is presented. Frequent symphony concerts are held at the Hollywood Bowl, while grand opera is presented at the Stadium of Stanford University.

The motor-car in conjunction with railway and coastwise steamship has made it possible to see the southern half of California more thoroughly and expeditiously than ever before. There is a motor-car for every fifth person in the State and there are more than 6,000 miles of improved State roads with extensions being rapidly added.

There are two famous motor routes which, if followed in a loop tour, intersect a large majority of California's varied attractions. The first is El Camino Real—San Francisco to San Diego, paralleling the coast, originally the historic pathway trod by the Mission Fathers. The second is El Camino Sierra—San Diego northward over the High Sierras and through the San Joaquin Valley, digressing to the Yosemite and Lake Tahoe regions, thence westward over the Pioneers' trail to Oakland or San Francisco. The total distance covered by this trip is approximately 1,600 miles.

El Camino Real is in reality a sightseeing tour of California's missions, coast or near-coast cities and celebrated ocean beaches. In San Francisco itself the first of the Missions may be visited, the Mission Dolores. At San José is the Mission of the same name, Santa Clara University, and near by the great Lick Observatory on the summit of Mt. Hamilton. Forty miles beyond San José is the Mission of San Juan Bautista and at Carmel, the art colony, the Mission of San Carlos. At Monterey, the Marine and Dahlia gardens are attractions and Del Monte, one of California's most picturesque hotels. Southward along the way are El Carmelo, Maria Sanctissimo Missions and Soledad, whence leads a road to the Pinnacles National Monument. Farther on are the Paso Robles Hot Springs; the town and Mission of San Luis Obispo; El Pizmo with its broad beach; Mission Santa Ines and then beautiful Santa Barbara. Impressive ocean views greet the traveler after leaving Santa Barbara. Ventura and the Mission Buenaventura are passed, then famous Hollywood and Los Angeles, the tourist headquarters and metropolis of Southern California. From Los Angeles the famous beaches at Santa Monica, Ocean Park, Venice, Redondo and Long Beach are accessible. Continuing southward there are the Missions Capistrano and San Luis Rey between Los Angeles and historic San Diego and its fashionable watering place, Coronado Beach.

Now turning northward for the return journey, the route intersects Pala Mission; Riverside and its Mission Inn; the Mission San Gabriel; Pasadena, "the Rose City"; Mission San Fernando. Now follows the "Ridge Road," climbing by easy grades to an altitude of 5,300 feet with superb mountain panoramas. The Tejun Pass is crossed, and Bakersfield and Fresno intersected. Ascending grades lead to the Mariposa Big Trees Grove, the incomparable scenery of the Yosemite, Mono Lake and that brightest gem of all California inland waters, Tahoe. Thence the route is to Sacramento, the State's capital and an important rail center. Westward the trail of the covered wagon trains of old is followed to Stockton, Byron Hot Springs, Oakland and San Francisco.

There are ample facilities for amusement

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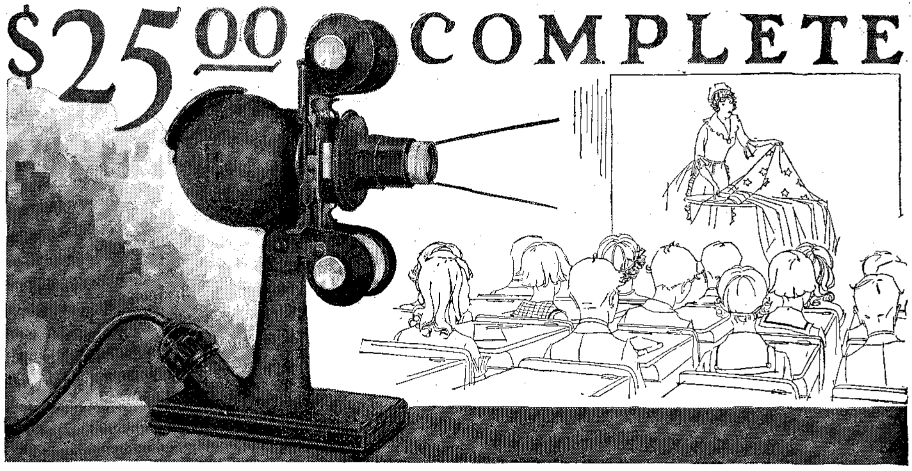

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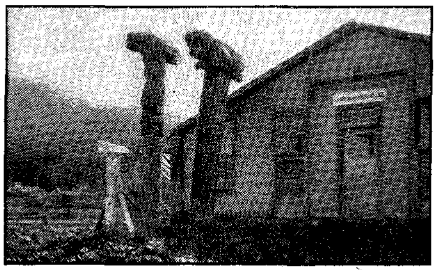
## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

for the California tourist. Golf courses are numerous; ocean bathing is available on broad beaches; motoring is at its best over superb roads and there is fishing in mountain streams.

The rail gateways to California include the Shasta Route of the Southern Pacific System from the Pacific Northwest entering the State at its northern border; the Feather River Canyon route of the Denver and Rio Grande Western Pacific System, southward via the American River Canyon; the Ogden Route of the Southern Pacific, a continuation of the Overland Route of the Union Pacific between Omaha and Ogden; in Southern California the Salt Lake-Los Angeles route of the Union Pacific System; the Santa Fe's Grand Canyon Route; the Sunset Route of the Southern Pacific in conjunction with the Rock Island-El Paso Route with optional Carriso Gorge Route between Yuma and San Diego. Of this natural wonder a writer in the New York *Times* says: "Carriso Gorge is a marvel of scenic beauty, in many places wearing the appearance of having been bathed in a storm of opalescent dust and the coloring burned in by the suns of the ages."



*Courtesy American Express Company*

ALASKA TOTEM-POLES AND CHIEF'S HOUSE

### ALASKA

Gov. Scott C. Bone, in his annual report, states that the year 1923 was notable "in making known to the world at large Uncle Sam's last remaining frontier, and centering and concentrating popular interest . . . upon it." The Governor referred to the memorable visit of President Harding, the first President to "set foot upon Alaskan soil and journey along picturesque coasts and traverse the vast interior, to meet fellow-Americans sturdily engaged in working out the destiny of a pioneer land."

The late President's tour preceded by a Congressional delegation together with press representatives, photographers and motion-picture producers contributed "in depicting Alaska, not as an upheaval of ice and snow, as it has existed in fiction and fancy, but the inviting and habitable land it really is."

This publicity and increased transportation facilities have contributed to develop an unprecedented volume of tourist travel to Alaska this summer. Early bookings are consequently important.

The catalog of Alaska's tourist attractions includes voyages over the still waters of the Inside Passage; trips over railways with remarkable engineering achievements; sails down the Yukon River to view the midnight sun; visits to mighty glaciers and rides through meadows colorful with brilliant flowers; a three-hundred-mile motor tour through the heart of nature; glimpses of totem-poles and members of an ancient race and contact with the frontier spirit of American development; saddle expeditions to Mt. McKinley National Park containing the loftiest peak on the American continent; scenes of the historic gold stampedes and scenery of unequaled charm and impressiveness.

For most tourists the voyage through the Inside Passage is their introduction to

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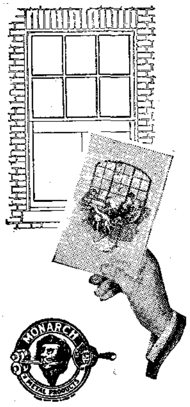

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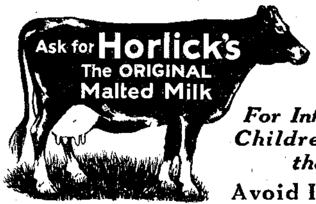

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BY GRENVILLE KLEISER

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Alaska. "All the way practically the route lies among the islands which guard the Western Coast like pickets of the line," says J. S. McLain, in his "Alaska and the Klondike," "their lofty mountain peaks often obscured by the clouds or glistening white as the sunlight falls upon their snowy summits. The channels are deep, the waters green and dank . . . but quiet as an inland lake and one may give himself over to the full enjoyment of the ever-changing panorama of sea and mountain, of crags and peaks and softly wooded slopes, of vegetation at the water's edge . . . suddenly cut off for a space where a rigid stream of ice and snow, heading up among the mountain tops, fills the passage between."

Each port has its individual interest. Ketchikan, one of Alaska's oldest settlements, is a mining and fishing center. At Wrangell several totem-pole villages may be visited. Beyond Petersburg steamers enter the Taku Inlet stopping for views of the great Taku Glacier, two miles wide and rising 300 feet from the water's edge. At Sitka, the ancient Russian capital, a Greek Cathedral and ecclesiastical relics and totem poles at the Sitka National Monument are attractions.

Juneau, the present capital of the territory, is a busy city of 5,000 population in a gold mining region.

Skagway was the port of ingress for the Klondike gold stampede of '97. It is now known as "the flower city of Alaska." Cordova is the outlet for the copper region and the seat of large canneries. From Valdez an attractive motor trip leads to the great Valdez Glacier. Seward is a rapidly growing city in a superb natural setting. From Anchorage the towering summit of Mt. McKinley is visible.

Kodiak, on Kodiak Island, is an outfitting point for big game hunters and from here guides may be obtained for expeditions to the Katmai National Monument on the mainland in which is located the "Valley of Ten Thousand Smokes." Here in an uninhabited and little explored region is one of the world's wonder places where volcanoes rise steaming among glaciers.

No Alaska tour is complete, however, without a trip into interior Alaska. The principal gateways for inland journeys in their order from Seattle are Skagway (1,150 miles); Cordova (1,603 miles); Valdez (1,696 miles); Seward (1,866 miles, distances from Vancouver in each case being about 100 miles less); St. Michael (2,600 miles).

From Skagway at the head of Lynn Canal extends the White Pass and Yukon rail route to the Atlin Lakes region and headwaters of the Yukon River.

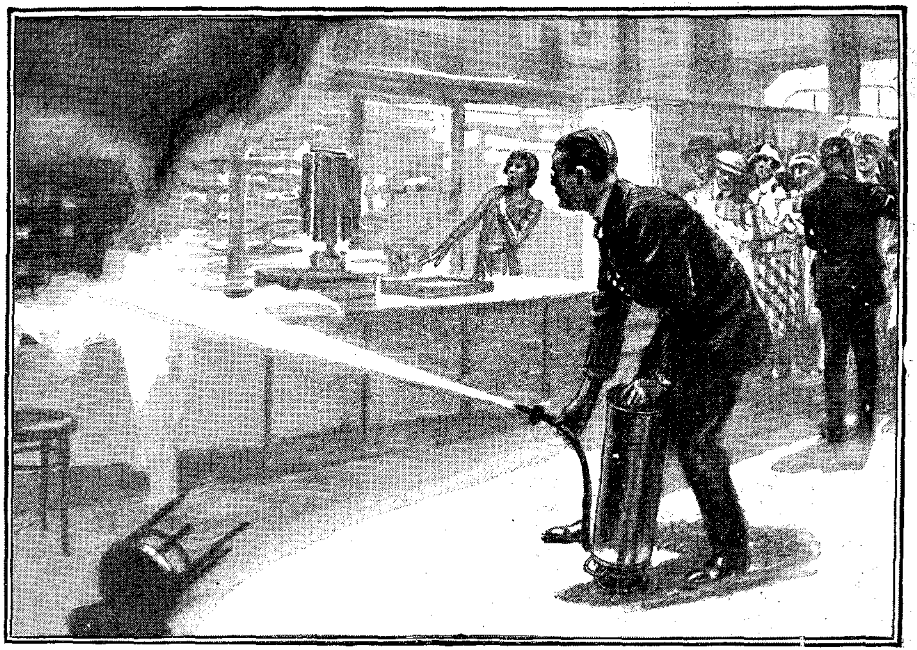
From Cordova, on Cordova Bay, an arm of Prince Edward Sound, up the Copper River Valley to Chitina and the Chitina River to Kennecott is the route of the Copper River and Northwestern Railway.

Valdez is the southern terminus of the Valdez-Fairbanks Government Military highway connecting en route with Copper River and Northwestern Railway at Chitina and Alaska Railroad at Fairbanks.

From Seward, on Resurrection Bay, extends northward to Fairbanks the Mt. McKinley National Park Route of the U. S. Government built and operated Alaska Railroad.

St. Michael is the western gateway for the Yukon River with its navigable length of about 2,000 miles.

Entering Alaska from Skagway the White Pass and Yukon Railroad ascends the famous White Pass of the Skagway River Valley through tunnels, over lofty bridges and along precipitous mountain sides with panoramas of the Sawtooth Mountains, Dead Horse Gulch and glimpses of the gold rush trail. Seventeen miles north of Skagway, Inspiration Point affords views of remarkable grandeur. The summit of the range is crossed at an elevation of 2,885 feet. A short distance beyond a bronze monument marks the international boundary, the remaining



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FIVE hundred million dollars in property destroyed! Fifteen thousand lives lost! Such was the terrific havoc wrought by fire last year in this country alone *because protection was inadequate.*

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These thousands of tough, adhesive gas-bubbles (Firefoam) quickly cover any burning object. They form an *air-tight blanket under which fire is literally impossible.* Oxygen is shut off; fire is smothered immediately; flames cannot live an instant.

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There is a form of *Foamite* equipment for every kind of fire risk—large or small.

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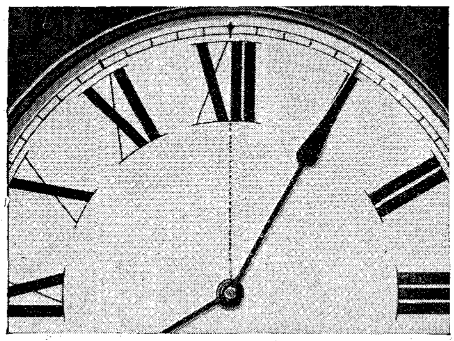

How long is five minutes?

It's an even bet you don't know. Take your clock to the bathroom. Note the time. Brush your teeth your regular way. Then look. You haven't brushed a minute! Keep on brushing—for five full minutes. Dig into every crevice with the saw-tooth-pointed bristle tufts of your Pro-phy-lac-tic. Scrub back teeth with the large end tuft. Now look! Anybody can have white, beautiful teeth by thorough brushing with a Pro-phy-lac-tic four times a day. Florence Manufacturing Company, Florence, Mass., U. S. A.

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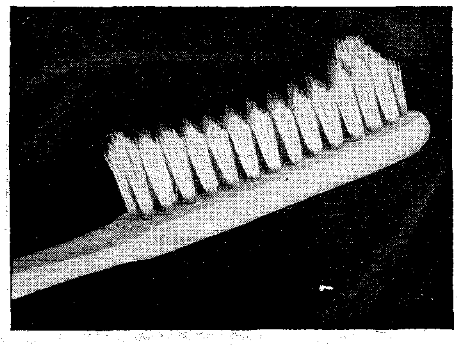


"A CLEAN TOOTH NEVER DECAYS"

## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

part of the route traversing Canadian territory. For twenty-seven miles the railway follows the shores of Lake Bennett.

Carcross (mile 67) is the transfer and stop-over point for the Atlin Lake side trip. From here the lake steamer *Tutshi* proceeds through a chain of mountain-walled lakes to Taku Landing. Thence a short portage by rail is made to the shores of Lake Atlin (altitude 2,200 feet) where the sightseeing lake boat *Tarahne* takes the tourist six miles across the waters to Atlin. From the Atlin Inn excursions are available on the lake itself including the forty-mile sail to the great Llewellen Glacier.

Returning to Carcross by the same route the railway trip may be continued through a region of rivers, lakes and flower-strewn meadows to White Horse, the northern terminus, 110 miles from Skagway and head of navigation on the mighty Yukon. Connection is made with River steamers for the 461-mile trip down the rapids and on to Dawson. Connections are available at Dawson for steamers continuing down the Yukon to its mouth, connecting at Tanana with the Tanana River boats for Nenana on the Alaska Railroad.

From Cordova lead northward the rails of the Copper River and Northwestern Railway route to interior Alaska. This line, a triumph of engineering achievement, penetrates a region of glaciers, swirling rivers, lakes, towering mountains and virgin forests.

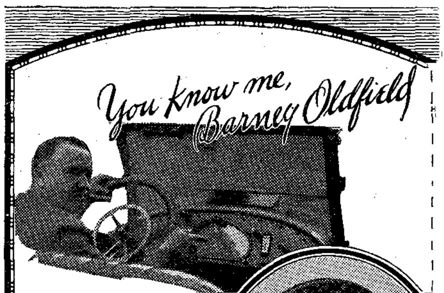
After leaving Cordova the route follows the Copper River Valley at mile 42, crossing it on a lofty bridge. Here trains stop for a view of Childs and Miles Glaciers, located on either side of the stream. Childs Glacier towers from 300 to 500 feet high, white and turquoise blue, its segments breaking off with loud detonations. Beyond in Abercrombie Canyon the waters are alive with leaping salmon during mid-summer, fighting their way against the current.

At Chitina (mile 131) connection is made for the famous motor trip over the Government Military Road to Fairbanks, connecting there with the Alaska Railroad, providing a loop trip back to the coast over this route as described later on. From Chitina the railway follows the Chitina River to Kennecott, 195 miles from Cordova, where copper mines may be visited.

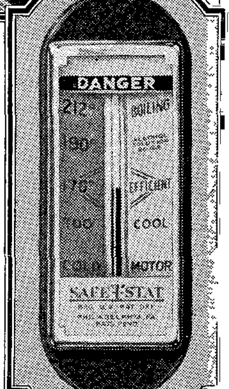
From Valdez, an enterprising port on a fjord at the head of Prince William Sound, extends northward the Valdez-Fairbanks, Military Road, commonly termed the Richardson Highway. Over this Government highway the summer tourist may travel by motor stage or private car for 370 miles through the heart of interior Alaska.

From Valdez, near by to which are the Valdez, Columbia and Shoup Glaciers, the road follows the Lowe River Valley, passes through Keystone Canyon, ascends Thompson Pass and crosses the divide of the Coast Range at an altitude of 2,300 feet. The descent is by easy grades through Saina River Valley and Canyon to the junction of the Tiekhel River, thence to its headwaters, crossing a low divide over a forest-clad plain to the Klutina River, thence along this waterway to Willow Creek. Here diverges the forty-mile branch road to Chitina on the Copper River and Northwestern Railway with the scenic rail route to the coast at Cordova.

Northward from Willow Creek the highway gives extensive views of the Wrangel Mountains with Mt. Wrangel an active volcano. At the confluence of the Klutina and Copper River the route follows the latter, crosses and parallels the Gulkana Valley to Isabel Pass, elevation 3,300 feet, where the waters divide southward to the Pacific, northward to the Yukon. From Isabel Pass the road follows in turn



You know me, Barney Oldfield



Barney Oldfield Writes—

after testing Safe-T-Stat on a transcontinental run, "It was absolutely necessary to have a heat indicator that was *accurate* and *visible* at all times. Safe-T-Stat certainly fills the bill. Its dashboard location is just right."

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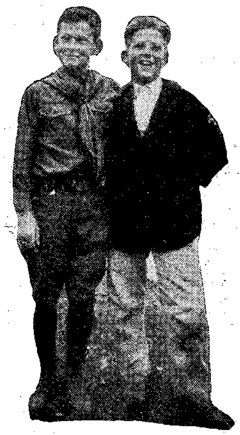

*"We think it's great to be Team Leaders of Junior Salesmen, because we make money and have fun and can teach other fellows the game of business. We don't find it a bit hard to sell The Digest, but we wouldn't give up if we did. We think that a fellow who gives up because things are a little hard won't climb very high on the success ladder." John Tom Adams and Sanford Pattilo.*

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C-26 Junior Sales Division
354 Fourth Avenue, New York, N. Y.

the valleys of the Delta, Tanana Rivers, thence through birch forests to Fairbanks. Lodges are located at convenient points, camp sites are available and the territory is rich in scenic interest.

At Seward on Resurrection Bay is the southern terminus of the Government built and operated Alaska Railroad, formally opened by President Harding last summer. It is the longest rail route in the territory, extending northward 467 miles to Fairbanks.

The scenic attractions are continuous and the engineering triumphs of construction impressive. From Seward the Kenai Peninsula is crossed passing over two mountain divides descending to ocean level by a series of tunnels and a complete loop, near Bartlett, Spencer and Portage Glaciers and for more than thirty miles clinging to the shores of Turnagain Arm.

Anchorage, at the head of Cook Inlet, a growing modern town, is reached at mile 114. Attractive motor side trips are available here.

Thence the rails follow the shores of Knikarm for nearly thirty miles, swing west through a lake district to the Susitna and Indian River Valleys, cross the Hurrican Gulch Bridge, 300 feet high and climb Broad Pass through the reindeer and lake country, pass over the Alaskan Range at an altitude of 2,337 feet, where the waters divide northward to the Yukon, southward to the Pacific Ocean.

For about thirty miles the railway parallels the eastern limits of McKinley National Park with Mt. McKinley, America's loftiest summit in view, at McKinley Park Station (mile 348). From this point arrangements may be made for guides and saddle horses for a variety of trips into the 3,000 miles of virgin wilderness within the reservation.

Northward the railway follows the Nenana River Valley to Nenana. Here connection is made with Government operated steamers providing the only all American route to the Land of the Midnight Sun. This new service will be dedicated by a four days' tour from Nenana down the Tanana River to Tanana at its junction with the Yukon, leaving June 19 and due back June 22. At Tanana on June 20 the sun sinks only to the horizon, then begins to rise for another day. During the summer months a river service will be available from Nenana to the Yukon and down this mighty river 725 miles to Holy Cross, the round trip occupying fourteen days. Connections at Holy Cross for mail boats for St. Michael make it possible to return to Seattle via the Bering Sea Steamship Route.

A traffic agreement has just been made between the White Pass & Yukon Route and the Alaska Railroad by which the great circle tour is now available entering Alaska at Skagway, proceeding to White Horse by rail, thence down the Klondike to Dawson and Nenana and by connections made with the Alaska Railroad back to the coast at Seward, the entire trip occupying thirty days.

From Nenana the Alaska Railroad continues to its northern terminus, Fairbanks, a busy modern town, yet not sufficiently old to have lost the picturesqueness of its pioneer days.

Observation standard sleeping and dining cars are operated, the schedules being so arranged this summer that the running time is about twenty-six hours.

A loop tour is available by Alaska Railroad, Seward to Fairbanks, from Fairbanks via motor stage over the Valdez-Fairbanks Military Road to Chitina, thence via Copper River and Northwestern Railway to Cordova, or all the way to Valdez by motor. The same tour in reverse direction.

Steamship routes to or from Alaska include: Alaska Steamship Company with one new vessel and increased service this summer will operate in three divisions. First, Southwestern Route, Seattle to Seward, calling at Ketchikan, Wrangell, Juneau, Cordova, Valdez and Latouche; second, Southeastern Route, Seattle to

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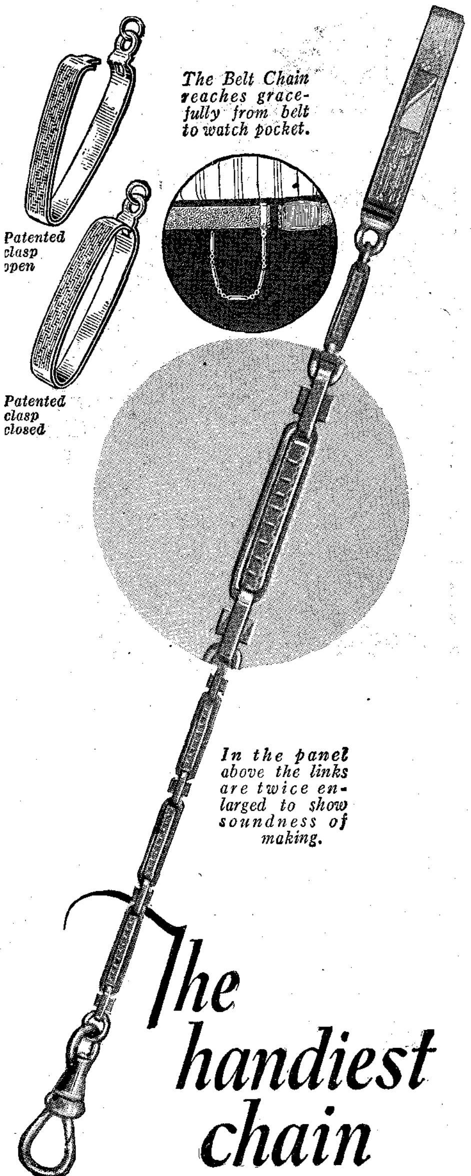
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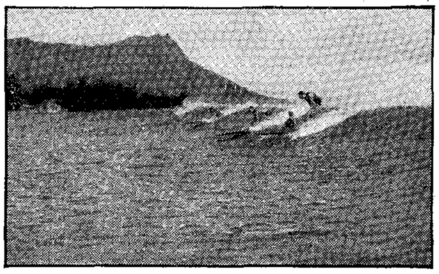
The swivel says it's a Simmons

## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

Skagway, calling at Ketchikan, Wrangel, Petersburg, Sitka, Douglas, Juneau and Haines; third, Bering Sea Route, Seattle to Nome or St. Michael. The Pacific Steamship Company (Admiral Line) operates over two routes, first, Southwestern, Seattle to Kodiak, calling at Ketchikan, Petersburg, Juneau, Yakutat, Cordova, Valdez, Seward and Anchorage; second, Southeastern, Seattle to Skagway, calling at Ketchikan, Wrangel, Petersburg and Juneau. Canadian Pacific British Coast Service, Victoria and Vancouver to Skagway, calling at Alert Bay, Prince Rupert, Ketchikan, Wrangel and Juneau.



Courtesy of the Matson Navigation Company

SURF-RIDERS AT WAIKIKI BEACH, HONOLULU

### HAWAII

It is summertime the year round in Hawaii. For the midyear vacationist, however, Hawaii is a land colorful with blossoming trees, shrubs and flowers. Daily the northeast trades bathe these sea-girt islands. Altitude variations provide various temperatures, the maximum below those of New York, Chicago or Los Angeles.

The tourist attractions include, besides the agreeable climate and a delightful ocean voyage, inter-island excursions, motor drives to scenic masterpieces, visits to the world's largest volcanoes, sea-bathing and surf-riding, exotic flora and tropical fruits, legend and folklore and environments different from those experienced elsewhere in United States territory.

For "The Hawaiian Islands are one of the wonderlands of the globe," writes Gilbert Grosvenor, LL.D., President of the National Geographic Society, in a recent article in "The National Geographic Magazine." "Nature conceals in them more of her mysteries to attract and claim the attention of the student and more of her masterpieces to enrapture the visitor than in any similar area. Here American ingenuity, courage, and energy have wrought seeming miracles, unsurpassed elsewhere, and achieved discoveries beneficial to all mankind. . . .

"The tenaciousness of the trade winds through all seasons and over all islands of the group, the persistently equable temperature which passes through the cycle of seasons devoid of extremes, the abundant moisture, especially over the windward slopes, and the lack of tropical storms, known elsewhere in the tropics as typhoons or hurricanes, add to the desirability of the climate from the standpoint of recreation and pleasure, as well as the more practicable pursuits of life. . . .

"Oahu's loveliness of mountain and forest is supplemented in interest by the many manifestations of the enterprise and inventiveness of the ambitious Americans, which, evident in each of the inhabited islands, are especially impressive here.

"The little double island of Maui contains the greatest extinct volcano in the world, Haleakala, gulches overgrown with weird plants, a canyon known as the Iao Valley, which is very reminiscent of our magnificent Yosemite, and sea drives that in color of cliffs and dazzling waters remind one of the Amalfi coast of Italy.

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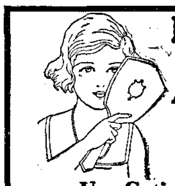

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354-360 Fourth Avenue, New York

"The largest island, Hawaii, has the distinction of possessing the only active volcanoes of the group, the red lake of Kilauea, easily accessible by automobile road to its brink, Mauna Loa, the world's greatest active volcano."

Hawaii is termed "the cross-roads of the Pacific." Steamship routes converge at Honolulu from American, Canadian, Oriental and South Sea ports like the spokes of a wheel.

Between San Francisco and Honolulu (with fortnightly calls at Hilo, Island of Hawaii, and Kahului, Island of Maui) weekly sailings are made by the Matson Navigation Company's fleet, the same management operating a steamship over the triangular route from Seattle to Honolulu returning to Seattle via San Francisco.

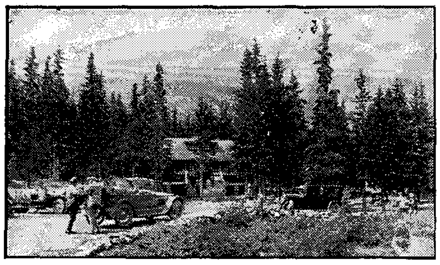
From Los Angeles to Honolulu is the route of the Los Angeles Steamship Company's vessels. From Vancouver, B. C., passengers are booked to Honolulu by vessels of the Canadian Australasian Royal Mail route to the South Seas.

Stopovers at Honolulu are available also on the Oceanic Steamship Company's San Francisco-Australia route and also by the Pacific Mail Steamship, The Dollar Line and the Toyo Kisen Kaisha fleets operating between San Francisco and the Orient.

It is impossible to know Hawaii adequately without visiting each of the main islands.

No visitor to Hawaii should omit a visit to the Hawaii National Park. Speaking of its creation, Dr. T. A. Jaggar, Volcanologist of the Government, says, "With a fiery mountain capable of sending brilliant lava froth up in fountains 500 feet high; with ancient fossil footprints of the natives frozen in volcanic ash; with pits so black and deep they seemed bottomless; with caverns five miles long made by lava rivers which crusted over and drained out; with ash beds preserving fossil raindrops from ancient mud rains; and, finally, with a tropic land where a good road would take one in a day from surfing at Waikiki to skiing on Mauna Loa, what wonder that in 1916 the Hawaii National Park became a fact!"

Attractive all-expense itineraries for inter-island tours have been arranged by the Inter-Island Navigation Company of Honolulu. Tourists may obtain detailed information on every feature of the Hawaiian trip from the Hawaii Tourist Bureau, San Francisco or Honolulu, from the Matson Navigation offices in these cities and from the Los Angeles Steamship headquarters at Los Angeles or Honolulu.



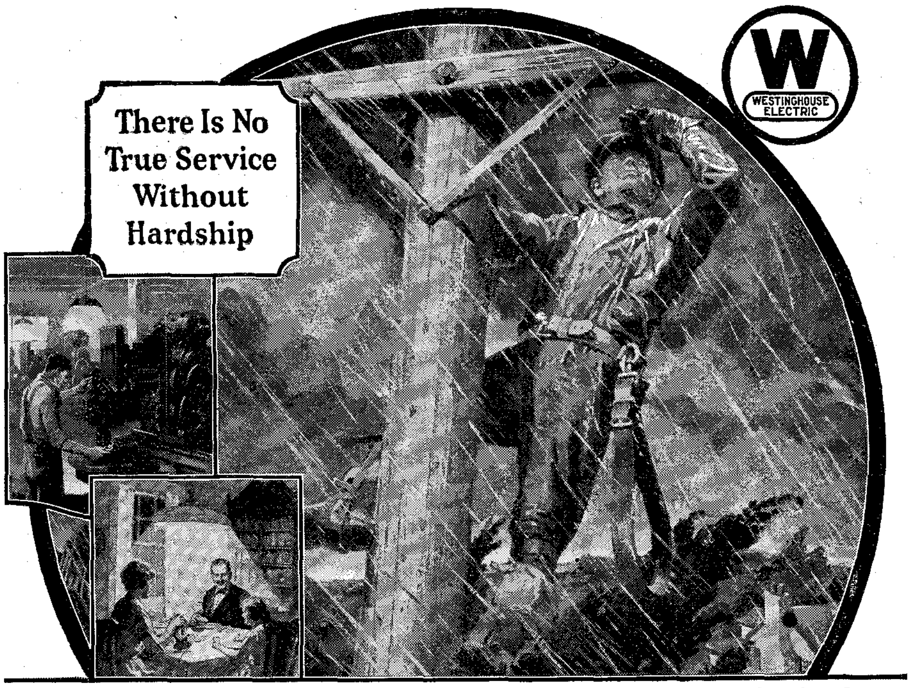
Courtesy of the Canadian Pacific Railway

BUNGALOW CAMP, MORAINE LAKE, CANADIAN ROCKIES

### DOMINION OF CANADA PLAYGROUNDS

For the summer vacationist the Dominion of Canada in its span between the Maritime Provinces and the Pacific Coast offers innumerable attractions.

Within the lake dotted interior and along the much indented coast of Nova Scotia generations have found rest and recreation. "At Grand Pré," says Logan Marshall in his "Seeing America" (John C. Winston), "one may in fact visit the site of the home of Evangeline herself, the forge of Basil, the reconstructed church of St. Charles, now a shrine, and of Father Felicien's dwelling. Every foot of the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## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

ground will breathe the incense of romance and history—indeed this Land of Evangeline and the closely associated portions of Nova Scotia are acclaimed by thousands of tourists—it has within itself all the elements that rejuvenate."

The chief ports are at Yarmouth (steamer connection with Boston); Halifax (steamer connection with New York); Digby (steamer connection with St. John, N. B.); North Sydney (steamer connection with Newfoundland). Rail lines of the Canadian Pacific and the Canadian National Railways bring hither tourists from Canada and the United States while west shore points are served by the Dominion Atlantic Railway.

Cape Breton, stretching between the Atlantic and St. Lawrence Gulf, is noted for its enchanting Bras d'Or Lakes, where mountain meets sea, the inspiration of artists and nature lovers. Here came the Norsemen, here sailed Cabot before the voyage of Columbus, and later the Basque and Breton fishermen from France and Highlanders from Scotland. The ancient French fortress of Louisburg was raised two centuries ago. The Sydneys, Arichat, Baddeck, Inverness, Canso and Mulgrave attract summer visitors. The rail route is to Truro, thence to Mulgrave, crossing the Strait of Canso by car ferry to Point Tupper.

New Brunswick is the sportsmen's paradise of eastern Canada. Its Restigouche is said to be the world's most famous salmon river. But this is only one of many fishing waters. In the interior forests big moose, bear and deer abound. Along the coast and in the interior are numerous delightful vacation centers such as St. John, "the city of the loyalists," with its remarkable reversing falls; St. Andrews of golf fame; Campobello Island in the Bay of Fundy. St. John is the principal gateway for the rail lines of the Canadian Pacific, Canadian National and the Eastern Steamship route to and from Boston.

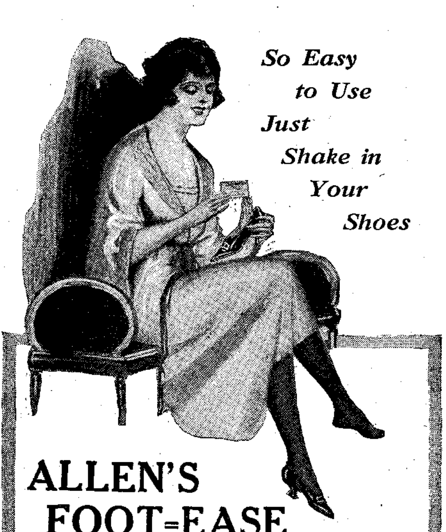
Northward of New Brunswick is picturesque Baie de Chaleur, ninety miles long by about twenty wide, mountain bordered, and the Gaspe Peninsula with its spectacular Perce Rock. Vacationists gather at Dalhousie. Charlo, Bathurst, Newcastle and Chatham, reached by the Canadian National Railways.

Newfoundland is not inaptly termed "the Norway of the New World." Its coast line is deeply indented and its interior a region of forests, rivers and lakes. With sportsmen it is much in favor. The gateway is via the Canadian National Railway to North Sydney, thence Newfoundland Government line steamer to Port Aux Basques connecting with the Government owned rail line for interior points.

Prince Edward Island, or to use its Indian designation, Abegweit, "cradled in the waves," is noted for its pastoral scenery and delightful summering places such as Charlottetown, Summerside, Tignish, Souris and Montague. The approach is from Cape Tormentine via car ferry to Borden and the island rail lines of the Canadian Government Railways.

Since Jacques Cartier sailed his ship *Grande Hermine* up the St. Lawrence and Samuel de Champlain later founded the city of Quebec, this part of the Dominion in faith and nationality has remained French Canada. The charm of its habitants and their ancient towns is this enduring old world atmosphere. Its natural surroundings have the same strong attractions for the tourist of to-day that they had for its early explorers and traders.

The most inspiring approach is that by which Cartier entered the region in 1536—the broad St. Lawrence flowing under the stern heights of the Laurentians.



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Passing in from the Gulf, we come to a narrow rift in the range. A fringe of foam separates the green waters of the great river from the black waters flowing from the rock-walled fjord of the awe-inspiring Saguenay. Quaint Tadousac, with its ancient church and modern hotel, nestles at the mouth and passing up the silent reaches between perpendicular walls of granite is the culmination of impressiveness, the twin headlands Capes Trinity and Eternity rising from the water's edge higher than Gibraltar.

Beyond the Saguenay's head is Lake St. John and southward the great Laurentides National Park.

Continuing up the St. Lawrence from the confluence of the Saguenay River, are picturesque French villages set against mountainsides, St. Simeon, Cap a l'Aigle, Murray Bay, with its Manor Richelieu, St. Ireneé, Eboulements and Baie St. Paul. On the northern shore a glimpse is had of the falls of Montmorency and then the sacred shrine of St. Anne de Beaupre.

Ahead is that rocky height upon and around which stands the capital of French Canada, Quebec, a city of romance, tradition and conflict. Wander among its narrow "old town" streets, climb to its frowning citadel, stroll along its Dufferin Terrace past its imposing Chateau hotel, look upon its panorama of river and distant mountain and you will see a city unlike any other on the continent, a city with memories of Hurons and Iroquois, of the early seigneurs, of the Sisters of the Hotel Dieu, of Jesuits blazing the faith of Christianity through the wilderness, of traders and hostile armies.

Beyond Quebec the shores of the St. Lawrence are lined with farms and church-spired villages still French, until Mt. Royal comes into view and with it Canada's commercial capital founded by Maisonneuve on the Isle of Ville Marie. In Montreal the old and the new are in vivid contrast—the Chateau de Ramezay close to the imposing business buildings of St. James Street; Bonsecours Church of olden days, a short walk from modern St. James Cathedral. You have not seen Montreal unless you have visited the churches, particularly the exquisite interior of Notre Dame Chapel. The panoramic view from Mt. Royal is an objective of all visitors. Nearly 133,000 motor cars from the United States entered Montreal during the year 1923.

Between Montreal and the Thousand Islands the St. Lawrence offers the rare variety of eight rapids and the trip is best made down stream, thus providing the thrills of shooting the swift currents.

The river has its beginning in that fairyland known as the Thousand Islands, bisecting which is the International Boundary.

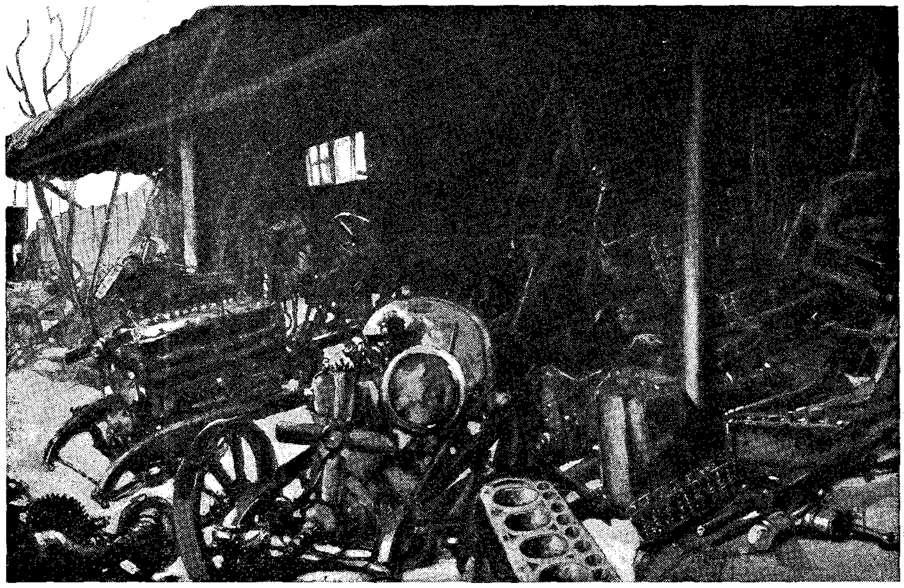
The St. Lawrence River trip from Toronto (steamer connection with Lewiston) to Chicoutimi at the head of navigation on the Saguenay River is made possible by various divisions of the Canada Steamship Lines with daily midsummer sailings.

Toronto, a busy, well-planned city, has many points of interest to the visitor and it is the clearing-house for rail trips north, east and west.

Ontario may be designated as the lake and riverland of the Dominion. The greater portion of its borders are bounded by water and a large area of its interior is composed of waterways. Two and a half million acres have been preserved in the Highlands as a vast playground in the Algonquin Provincial Park, wooded, dotted with more than one thousand lakes and peopled with wild life. Algonquin Park and Lake Jo are gateways on the Canadian National System.

Southwest of Algonquin Park is the charming Lake of Bays region reached from Huntsville on the Canadian National Lines.

In Central Ontario lie the Kawatha Lakes defined by the Indians as "Bright Waters and Happy Lands," extending over



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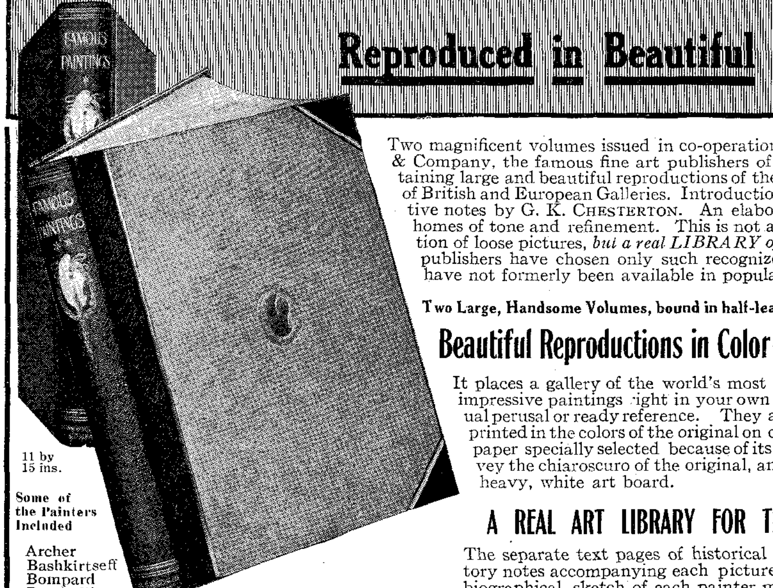

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## PLAYGROUNDS AT HOME AND ABROAD—*Continued*

150 miles, linked in many cases by connecting waters and in others separated by easy portages. Lindsay, Bobcaygeon, Peterboro, Lakefield are gateways on the Canadian Pacific System.

The Georgian Bay region is a fascinating land for lovers of rod and canoe. Along this indented arm of Lake Huron are sprinkled thirty thousand islands and islets. Eastward on the mainland is a labyrinth of lakes and rivers, the three entrancing Muskokas with 500 islands on the south; the broad waters of Lake Nipissing on the north, the latter connected with Georgian Bay by the French River. The gateways are at Bala, Parry Sound, Point au Baril and Muskoka Wharf, while North Bay is the approach to Lake Nipissing.

A complete cruise from Lake Ontario to the Georgian Bay through the rivers, lakes, locks and canals of southern and central Ontario is now available for boats of nine feet beam and three feet draft traversing the Trent Waterway from Trenton to Port Severn, 250 miles of continuous scenic charm, following the wilderness route over which Champlain led a fleet of 200 canoes in his expedition against the Iroquois. From New York the voyage can be made through the Hudson, New York State canals to Oswego, thence across Lake Ontario to Trenton.

North of Nipissing is the Temagami Forest Reserve with forest-bordered Lake Temagami—"deep water," having 3,000 miles of shore line and 1,600 islands. Temagami on the Government railway is the gateway.

In far western Ontario are Nipigon and Lake of the Woods districts in the very heart of nature. Nipigon Station (Canadian Pacific and Canadian National Railways) and Minaki (Canadian National Railways) are outfitting points.

The Lake of the Woods, comprising a huge chain of waterways with countless canoe routes, is a region of primeval loveliness in western Ontario, the principal approach being at Kenora on the Canadian Pacific.

One-fifth of the mileage in a transcontinental trip across Canada may be covered on the Great Lakes by taking the Canadian Pacific steamers from Port McNicoll to Fort William or the Canadian National steamers from Sarnia to Port Arthur or Duluth.

Crossing the Dominion by the Canadian Pacific route, the traveler journeys for twenty-four hours through the Canadian Rockies in the Provinces of Alberta and British Columbia. The eastern ranges are visible against the horizon shortly after leaving Calgary, west bound. At Canmore the train plunges into their midst and the tourist has before him a series of wonderful mountain playgrounds.

There is Banff, headquarters of the Rocky Mountains National Park, comprising almost 3,000 square miles; Lake Louise, whence Swiss guides will pilot you to glaciers, summits and valleys; Field, the base for trips to Yoho National Park (476 square miles) and exquisite Emerald Lake; Glacier National Park (Canadian), with its 468 acres in the heart of the Selkirks, including famous glaciers. The journey itself is a thrill, passing as it does through the spiral tunnel under Cathedral Mountain and the Connaught Tunnel under Mount MacDonald, all the way being through a region of scenic grandeur.

South of this Transcontinental route, between the Rockies and Coast Range, lie the beautiful waters of four famous lake districts, Windermere, Kootenay, Upper and Lower Arrow, and Okanagan. Tourists may include these by diverging from the main line west of Field. At Golden a division leads southward to the Windermere region, thence west to the Kootenay with boat and rail connections for the

Arrow Lakes and Lake Okanagan. At Revelstoke a direct line leads to Arrowhead at the head of the Arrow chain with connections for Kootenay. At Sicamous another side trip is available for Okanagan Landing and Lake steamers.

A complete motor circle tour of the Canadian Rockies is now made possible by the newly constructed Banff-Windermere Road.

The favorite stopover point in the Canadian Rockies for tourists traveling by the Canadian National Railways Transcontinental route is Jasper National Park. With an area of 4,400 square miles it is the largest park and game sanctuary on the continent. Extending from the foothills of the Rockies to the British Columbia boundary line it is an area of high altitudes. Mount Edith Cavell, dominating the lofty peaks, rises 11,033 feet. Jasper Station with Jasper Lodge is the tourist headquarters. Thence saddle horses, hiking and motor trips lead to Maligne Canyon, a mile long, 200 feet deep and in places only three feet wide; to Mt. Edith Cavell, two-thirds of the distance by motor-car; by trail blazed by Indians and fur traders to the Athabasca Canyon; by trail to Medicine, Maligne and Jacques Lakes; by trail to Athabasca Canyon and Falls. Glaciers, lakes, streams and lofty summits abound. Wild life abounds, including big-horn sheep, mountain goats, caribou, deer, moose, beaver and otter.

From Jasper the tourist may continue fifty miles westward, passing through the Yellowhead Pass to Mt. Robson Station, outfitting point for trips through the Mt. Robson Provincial Park. Named after the highest peak of the Canadian Rockies, Mt. Robson, elevation 13,068, this reservation abounds in the wildest scenery and is a sanctuary for a variety of wild life. Guides and outfits are obtainable at a lodge near the station.

Westbound tourists may traverse a triangular route after leaving Mt. Robson Park by taking the line following the Fraser, Nechako, Bulkley and Skeena Valleys to Prince Rupert, thence sailing down the coast 550 miles to Vancouver, or they may continue direct to Vancouver through the Thompson and Fraser River valleys.

Each of the Canadian Transcontinentals reaches the Pacific Coast at Vancouver through the valley of the Fraser River. This terminal city with its neighbor, Victoria, on the island of Vancouver across the Georgia Strait, is a pleasing termination of the cross-country trip. Vancouver is picturesquely situated with numerous side trips, while Victoria, "The Garden City of Canada," distinctively English in its atmosphere, has a variety of attractions within and outside its limits.

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MAID—"Yes, ma'am, and what is there to be discreet about?"—*London Opinion.*

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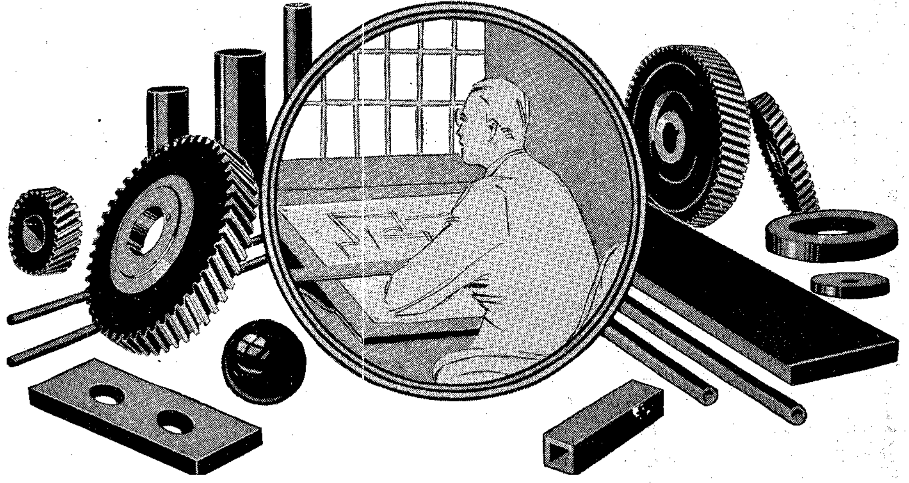

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## SCIENCE AND INVENTION CONTINUED

### THE DIFFERENT KINDS OF INK

THE sources of inks, of what they consist, how they are made and what they are good for, all these things are told in an article entitled "The Story of Ink," contributed to *The Glass Container* (New York), by William H. Greenleaf, of the Carter's Ink Co. We think of ink as a modern invention and yet Mr. Greenleaf tells us that the Egyptians used writing ink as early as 2500 B. C. In China, ink was used at an even earlier period. It was used by Greek and Roman emperors. We have no records which tell us how the ancients made their writing-fluids. But we do know that some was permanent as it is still visible on manuscripts in museums. Other manuscripts, which are faded, indicate that the ink used was poor and impermanent. For many centuries the only ink was furnished by the cuttle-fish. The writing-fluids of the present time require complicated processes and many formulas for a large range of uses. He continues:

For writing purposes, all the most important of these inks may be divided into three general classes: Logwood, Anilin and Iron-Gall inks.

From the forests of Central America and the West Indies come the principal ingredients in logwood inks. Logwood trees furnish a dark brown colored wood which is cut into chips and exported to the United States. The chips are put into vats with other necessary ingredients and go through a process much resembling the steeping of tea, in order to extract the coloring matter.

Logwood inks write a purplish black and dry black, and are in general use in schools and for other purposes where absolute permanency is not required. Tested with dilute muriatic acid the logwood inks will assume a bright red tint.

In the second division the anilin inks are grouped. Anilin is a colorless, oily substance derived from coal. By combining other chemicals with it, a large variety of colors may be produced, such as a beautiful blue from anilin and chlorid of zinc. Nowadays it is rare to find any product with coloring matter not made from anilin colors. Contrast writing-inks, such as red, blue, green, violet and brown, all have as bases anilin dyes.

Travelers in northern Africa have observed a curiosity of nature—a river of ink. The water is black, yet the streams which feed it are perfectly clear. Chemical analysis and examination has revealed the cause. One of the streams is strongly impregnated with iron from the soil through which it flows. Another carries tannin from a peat swamp. It is the chemical combination of the iron, tannin and oxygen of the air that turns the water black. This chemical reaction forms the basis of the third and most important class of inks known as iron-gall inks.

Iron-gall ink was first made in the twelfth century, but it was not until the fifteenth that it came into common use. The writer has seen a page from a hand-written book on monkish satin, in ink, with the date 1445, and the writing is as clear, black and legible as on the date it was written. The ink was iron-gall ink, and it shows the permanency of this type.

The most important factor in the making of this ink is gall nuts, certain species of which are found in China, India, Japan, and even in some oak and willow trees in America. A peculiar kind of insect, similar to our horse-fly, bores into the small twigs of oak-trees and then lays eggs in the wound. A little lump is the result. The egg grows with the gall and is soon converted into a larva. Eventually the larva becomes a fly and escapes by eating its way out. The best nuts for ink-making are those that are picked when fully ripe, but just before the escape of the insect, as these contain the largest amount of tannin.

As the name implies, iron-gall inks are based on a liquid in which an iron salt is combined with tannin extracted from gall nuts. The iron salt is copperas and comes in the form of green crystals. These are secured in the United States. While there are other ingredients added, these two are the most important in the make-up of this type of ink.

This liquid is practically colorless until acted upon by the oxygen in the air; that is, a pen dipt into such a fluid would make no visible mark on the paper. Most people, however, like to see what they are writing as they write, and so a blue anilin color is added. After the ink is exposed to the air, the iron-gall compound develops to an intensely black and permanent color, entirely superseding the original blue which ultimately fades away. This change in color is what causes it to be referred to commonly as blue-black ink. The black remains clear and legible as long as the paper on which it is written lasts.

The fountain-pen has become a necessity to-day in all forms of correspondence. In schools, in the home, and in business offices, it fills an important place. People are particular about the kind of pen they use, but often forget the important matter of using the best kind of writing-ink. The use of one single brand of ink in a fountain-pen is better than the changing of ink. It is also desirable to use one color and not to change frequently from blue-black to blue or red or black in the same pen. It is never possible to wash a fountain-pen thoroughly clean especially in the self-filling pen which has a rubber sack.

The occasional attempts to cut corners on expense by the use of the so-called ink tablets, or similar devices, are open to interesting experiments in respect to permanency. Anything consisting merely of anilin colors can be washed out with water, or will fade in the sun, while the usual "acid-proof" ink can be removed with soap and water. In contrast with these, however, it is interesting to know how lasting an impression a first-class iron-gall ink can make. In the great Baltimore fire of 1904, for example, one particular firm who used this type of ink, was burned out and their books lay in the water for a week. On recovery, the writings were found perfectly legible.

There are innumerable other illustrations. In using ink, as in using any other commodity, it is well to remember that the best is the most economical in the long run.

### PHONOGRAPH RECORDS BROADCASTED

THE Zenith Broadcasting Station of the Chicago *Tribune* at Edgewater Beach Hotel, on Lake Michigan, has succeeded in broadcasting phonograph records of its opening program. These were recorded in New York, and the broadcast was sufficiently clear to make it possible to re-record the disks. Says a press bulletin sent out by the station:

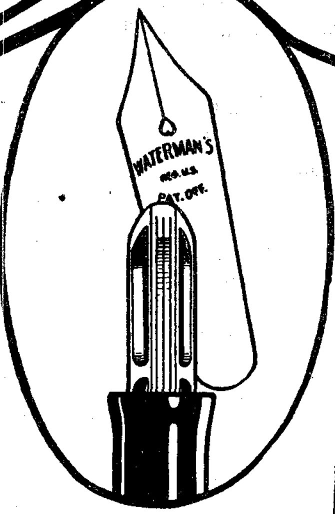
> When WGN went on the air with its inaugural program Saturday night, March 29, Mr. Frank Hoyt, inventor of a new method of recording broadcast reception, tuned in at his laboratories in New York and recorded his reception of the program on aluminum disks. He succeeded in recording virtually all of the program, which continued from six P. M. Saturday evening to six A. M. Sunday morning. A part of these records were brought to Chicago by him, and under his supervision we broadcasted them Thursday morning, April 10, as a part of our regular program for Dr. Donald B. McMillan. Arrangements were made for a recording of this broadcast of a previous recording, and both in Chicago and New York the broadcasts were received with sufficient clarity and volume to be recorded again, together with announcements about the experiment. This is, so far as we are able to learn, the first time this experiment has been successfully carried out on anything like this scale.

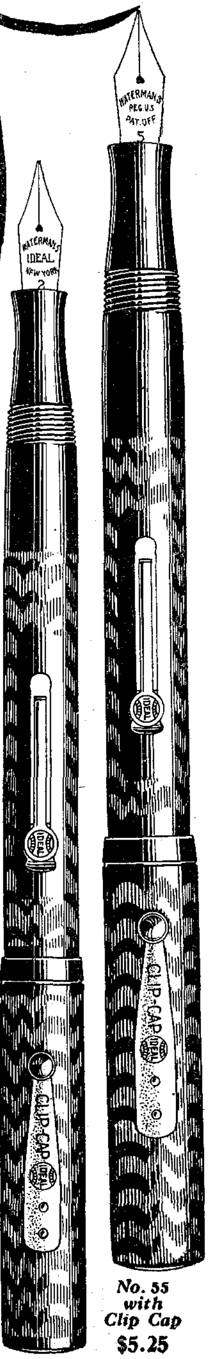
---

### SANITARY VALUE OF BLEACHING

RAW cotton possesses fatty and waxy matters on the fiber that make it quite water-repellent. This has long been known, we are told in an editorial in *The Color Trade Journal and Textile Chemist* (New York); and it has also been a well-established fact that properly bleached cotton has practically all of these fatty and waxy matters removed, so that bleached cotton is no longer water-repellent, but becomes quite absorbent. It thus naturally takes up more moisture, and takes it up more quickly, and also dries out more rapidly, than raw cotton. The writer goes on:

> Notwithstanding these well-known properties of cotton in the raw and in the bleached condition, it has been a slow process, apparently, to convince people that bleached cotton knitted underwear was of greater advantage than the unbleached material. But a research recently conducted by the Associated Knit Underwear Manufacturers of America has shown that properly bleached knitted undergarments absorb more moisture in proportion to their weight than do unbleached fabrics, and that this moisture is evaporated more rapidly and more thoroughly from fabrics that have been bleached than from unbleached fabrics. This action, of course, is beneficial in keeping the skin dry and free from perspiration, and therefore it must be considered that bleached knitted underwear is more sanitary and more comfortable than the unbleached.
>
> This is quite a step forward in human intelligence. The present writer, who has had a good deal to do with the bleaching of knitted underwear cloth, can well remember that it was not so very long ago





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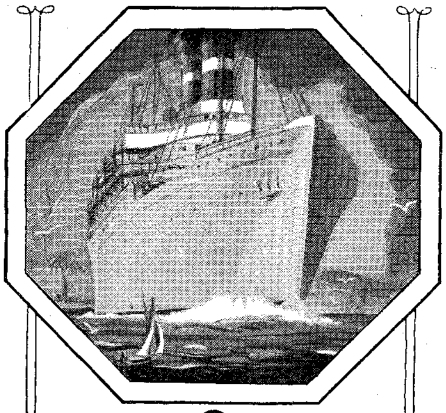

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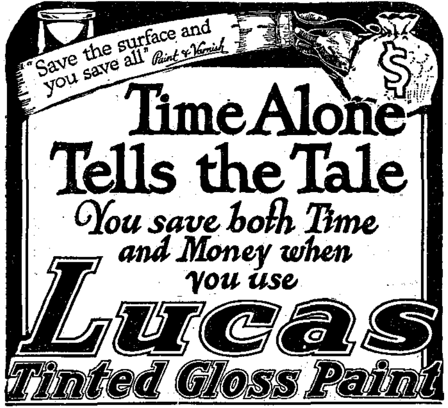
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## SCIENCE AND INVENTION
*Continued*

that the idea of bleached knitted underwear was looked down upon. The "pure" cotton fiber was the thing then; to be worn "as nature makes it." Bleached undergarments had always been treated with "vicious chemicals," making the cloth harsh and poisonous. It was not so long ago, in fact, that very large quantities of cotton were dyed a light brown color to imitate the natural Egyptian cotton for use in making knitted underwear cloth. The only advantage the writer could ever see in this kind of camouflage was that the undergarments would not have to be washed so often. They could be worn longer without appearing soiled.

There is a good deal of buncombe in clothing materials, and it is good to see some of it passing away. The use of bleached cotton for underwear has been a step in the right direction. It is cleaner and purer, in the first place, as far as the fiber goes; and in the second place it makes a much more efficient garment for actual purposes of wear. The "mock Egyptian" has more or less passed away with the things of yesterday, and it is a good thing it has.

### TO GET BACK THE OLD TOAST FLAVOR

An experiment just completed in Chicago has convinced the chemist in charge of it that abandonment of grandfather's old-time open fireplace has not been without its drawbacks. Mistakes in applying modern fuels, such as gas and electricity, are responsible, this chemist claims, for the disappearance of two of grandfather's favorite foods. These are parched corn and golden-brown toast, often made alongside the corn in a slow-heating open fireplace. We read in Science Service's *Daily Science News Bulletin* (Washington):

> Dr. L. A. Rumsey, research chemist of the American Institute of Baking, undertook to find out what was wrong with modern toast, since it has been slowly going out of favor. He purchased toast at fifty different hotels and restaurants as the first move in the investigation. Then he prepared toast on all available types of electric and gas heaters, as well as an open wood-fire. The result was the discovery that while the toast made at the open fire had developed a golden-brown or "caramelized" crust, exactly similar to the caramelized crust on parched corn, the toast made on electric and gas toasters had developed only carbonized bread upon the new crust. By a series of experiments in slowing up gas and electric toasters, it was found that both gas and electricity would make the kind of toast that grandfather knew. Three minutes, Dr. Rumsey found, was the shortest time in which a caramelized crust could be produced, while carbonized crust would appear on any slice of bread toasted in less time. A movement against "flash" or blackened toast, and in favor of golden brown, "caramelized" toast is now being started by electrical manufacturers and by hotel and restaurant chefs, under the guidance of the American Institute.

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## NOW LOOK OUT FOR VENUS

THE planet Venus, which has been such a magnificent object in the western during the past winter and spring, far surpassing in splendor the other planets and brightest stars, reached her greatest brilliancy on May 24. A few weeks later she will be so close to the sun that it will be impossible to find her in the twilight haze after sunset, and on July 1 she will be in inferior conjunction with the sun and pass between earth and sun. After that she will be in the *morning* sky, and late in July the early riser will find her ready to greet him before sunrise. At the end of the first week in August Venus will again be at her greatest brilliancy, and after that will draw farther away from the sun and gradually decrease in brightness as she recedes from the earth. These facts are communicated to Science Service's *Daily Science News Bulletin* (Washington) by Isabel M. Lewis, of the U. S. Naval Observatory. She says, further:

About a month ago, in the latter part of April, Venus was at her greatest distance from the sun in the western sky—at greatest eastern elongation, as it is called. She was then setting more than three hours after sunset, and viewed in the telescope she looked like a little half-moon. After that date she began to draw in gradually toward the sun on the side of her orbit nearest the earth and began to resemble the crescent moon in the telescope. When Venus reaches her greatest brilliancy on the 24th of this month, she will look like the crescent moon at the age of five days. This crescent will gradually grow thinner until at inferior conjunction on the first of July it will disappear and the planet will be invisible even in the telescope.

It may seem strange that Venus should be at her greatest brilliancy when she shows the crescent phase instead of at eastern elongation when half her surface is illuminated, and she resembles the half-moon, or earlier, when she looks like the gibbous moon in the telescope. It must be remembered, tho, that Venus is much nearer to us and so appears larger when the illuminated portion is crescent-shaped. As a result this crescent is greater in area than the half-moon or gibbous moon of eastern elongation and earlier, which we see when the planet is farther from the earth. As the brightness of Venus is proportional to the area of the illuminated part of its surface its brightness will be greatest when the planet is in the crescent phase. But this crescent increases in size while it narrows in width as Venus draws in toward the sun, and it is a nice problem in mathematics to determine just when the area of the crescent is a maximum and when as a result the brilliancy of the planet is greatest. It has been found that this always happens thirty-six days before and after inferior conjunction.

As Venus will be in line with earth and sun at inferior conjunction on July 1, you can figure it out for yourself that Venus will be most brilliant on May 24 when she is visible in the west after sunset and on August 6 when she will be found in the east before sunrise. At and near the time of greatest brilliancy Venus may be easily seen in broad daylight, and also like the moon she casts a strong shadow.

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# INVESTMENTS - AND - FINANCE

## IS "HAND-TO-MOUTH BUYING" HERE TO STAY?

FOR SEVERAL MONTHS the weekly commercial reports have emphasized the prevalence of "hand-to-mouth buying" on the part of wholesalers, jobbers, and merchants. The fact has much been discust in the financial columns of the newspapers. A characteristic commercial news item is this from the New York *World:*

> Retail and mail-order trade is heavy and stocks low. Orders are placed frequently for small quantities, and telegraphic repeat orders demand shipments by express.

Advance orders have been decreasing while shipments in small lots have been sent out in large quantities. The new method of buying, says a New York bank bulletin, "naturally increases the nervousness of the manufacturer who has been accustomed to a comfortable backlog of advanced business." This new method of buying, writes Kenneth M. Goode in *Advertising and Selling Fortnightly* (New York), is the most conspicuous tendency of present-day business. Mr. Goode, a New York advertising man, has come to the conclusion that it has come to stay. He reports a conversation with a New York merchant, who says that "manufacturers of this country have for a good many years made their profits on the goods the retailers didn't sell," but that merchants now "have decided to buy closely and let each manufacturer carry his own extra stock. The old-fashioned retailer who orders for a whole season in advance, will soon be as dead as the dodo and the derby hat!" Mr. Goode is inclined to agree. American merchants, he says, "will no more return to the old method of buying than American women will to wasp-waisted corsets and street-sweeping skirts. Both women and merchants have tasted freedom. Hand-to-mouth buying is here to stay!"

Hand-to-mouth buying, we are told, can not be anywhere near entirely responsible for the existing dulness in trade; there are too many other causes. Nor is it by any means the result of the present slow movement of business. Four causes for the new way of doing things have been slowly developing, according to Mr. Goode, altho only since the slump of 1921 "have they conjoined enough to form a great new force in business." These four reasons are stated and discust briefly as follows:

> 1. *The Downward Trend of Prices.*—There seems little question that the world is in for a long cycle of gradually declining prices. The only way to repair the ravages of war is to go to work—and more work means more goods. More goods, in the long run, mean lower prices.
>
> War-inflated incomes for a long time kept alive an abnormal consumption that only now is showing signs of not being able to satisfy its whole range of desires.
>
> But while war-period pressure advanced a quarter of a century the art of production, it practically wrecked the great American sales machine. Sales managers with nothing to sell and excess-profit-tax advertising pages "keeping the name before the public" softened sadly in the seller's market. So to-day, with vastly more goods to sell and a deflating market to absorb them, stereotyped sales and advertising methods clack and clatter away while the prices fall.
>
> 2. *More Knowledge Among Customers.*—American manufacturers, alternately swamped with orders and frenzied with canceled contracts, have learned a good deal in the past few years. But their customers—the merchants—and their customers—the public—have learned a good deal more. The war broke down narrow horizons. People who never read, read; homes and towns quite self-sufficient until the boys came back from France and the girls from Washington, have learned to think in wider terms. Even the cracker-eaters at the crossroads store are becoming captious in the matter of fresh goods.
>
> Magazines, Sunday newspapers, moving-pictures, radio, are the Paul Reveres of progress to every Middlesex village and farm.
>
> Few merchants, therefore, can afford to gamble on a big stock; the customers to-day know what the merchants don't; it is far easier to find out what they want and get it for them quick than to find out slowly after the goods are ordered. And infinitely safer!
>
> 3. *Better Business Direction Among Merchants.*—Washington, with all its faults, has forced the American business man to learn something about his own business. In these days of high taxes and complicated tax returns, every one of us becomes either an expert accountant or a nervous wreck. Digging in his figures, the average merchant has discovered what the Wanamakers and Macys knew years ago: that it pays to take any trouble replenishing soldout spots on his counters rather than sit lazy under well-stocked shelves.
>
> Quick turnover, however, is only the beginning of hand-to-mouth buying. The new method means not only small stocks, but well-selected stocks. Consciously or unconsciously, the swing toward "simplification" must inevitably descend from the wholesaler to his retail agent.
>
> Even now, while the paint manufacturers suggest a limit of twenty-four colors in outside paints, the retailers, rather reasonably from their view-point at least, urge only those eight colors in which they do 95 per cent. of their business.
>
> When a wide-awake merchant reads in *System*, say, how so good a stylist as Knox has benefited tremendously by hacking huge gaps in his wholesale line of hats, he naturally begins thinking about clipping off a slow seller or two from his next retail order. He tries it—and it works. Maybe he loses a sale now and then, but he has already saved his dollar and doesn't have to worry. He becomes an even more confirmed hand-to-mouth buyer.
>
> 4. *Better Transportation.*—Even more important, however, than the other three causes together is the new era of transportation. Lowering prices, better storekeeping, style-informed customers, all make the merchant *want* to get along on thin stocks. But only prompt, swift, reliable delivery allows him to.
>
> Railroads plus motor-trucks, and motor-trucks versus railroads, have worked a revolution.
>
> The merchant to-day gets his goods delivered fast enough to follow the demand; he no longer has to guess.
>
> He lets radio and movie educate his customers instead of attempting it himself. He distributes his risk over half a dozen small purchases in a season instead of one big one. He turns over his stock several times more a year. He makes more money with less trouble and less risk; he most certainly will stick to hand-to-mouth buying.

But this fact, comments the writer, need not necessarily upset business. The banks will be able to readjust their financing of merchandise on a new basis. There must, of course, be changes in selling methods:

> Where merchants won't order for the season, manufacturers must abandon the season; when they won't order all at once for a ninety-day period, salesmen will have to give up the long swings and stay out all the time on short swings. Lines of merchandise will have to be resurveyed; unpopular numbers eliminated; some way found to make prices a bit more attractive.
>
> And advertising will have to do more real work!
>
> To say that the value of advertising as a practical institution will be measured by the speed, accuracy and adequacy with which it meets this new situation is, perhaps, a bit strong.
>
> At any rate, now is not a bad time for every advertiser to ask each advertisement how many dollars' worth of goods it will, of itself, move off the merchants' shelves.
>
> Or, equally important, how soon it will return its cost safely back into the advertiser's bank. For quick turnover is as profitable to the shrewd advertiser as to the reformed retailer.

On the other hand, a writer in the financial columns of the New York *Times* insists that the theory advanced by Mr. Goode and others is "a rather rash prediction" based "on imagination rather than facts." The prevalence of hand-to-mouth buying, we are told, does not mean any permanent change in trade practises:

> This is not the first time that orders for distant delivery have been abandoned in a season of stationary or falling prices and full production; but they have been abruptly resumed when prices rose again and supplies were discovered to be below demand.

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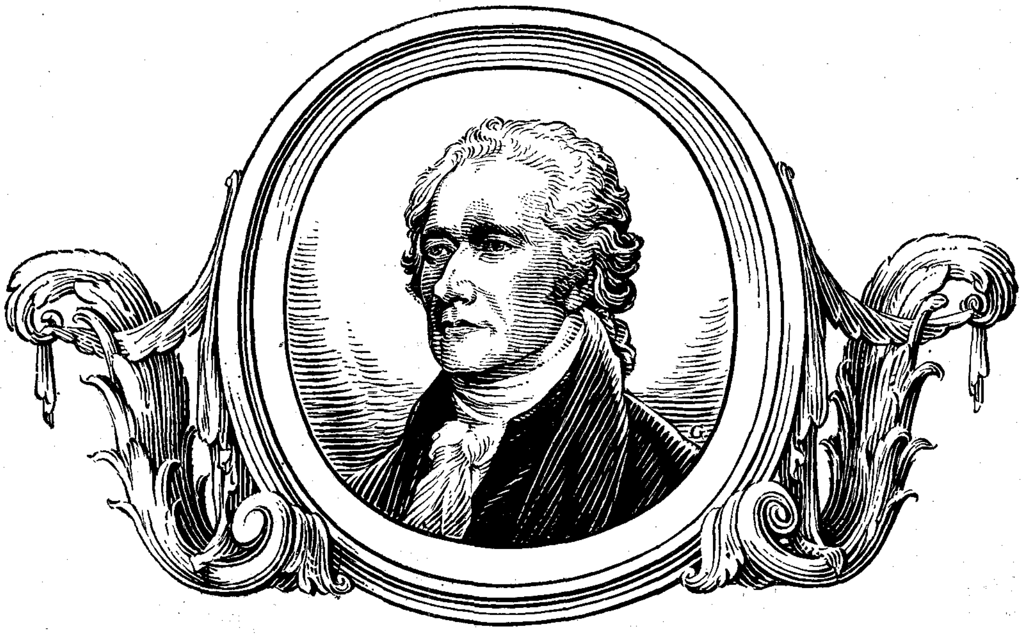

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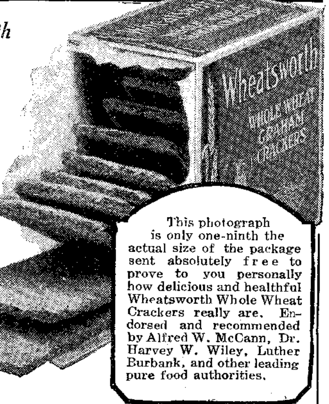

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## INVESTMENTS AND FINANCE
*Continued*

### WALL STREET AND THE WEATHER

IT may be exaggerating a bit to say that the weather has as much to do with the prices of stocks in some lines as with crop results, remarks *The Bache Review.* Yet the editor of this New York financial publication finds a good deal of significance in the fact that when the sun came out one day after nearly a week of rain the bullishly inclined stock traders on the floor of the New York Stock Exchange greeted it with boisterous cheers. The explanation was that "a stretch of warm weather after the recent heavy rains would change the aspect of the gasoline, crude oil and motor outlet." In other words—

> It was reasoned that unseasonable weather had a lot to do with falling off in certain lines of business, particularly in its relation to gasoline and automobiles, and that had favorable weather prevailed it might not have been necessary to cut crude-oil prices. Wind and rain, particularly on holidays, it was pointed out, have kept thousands of automobiles under cover, and consequently surplus stocks of gasoline and crude oil have not been reduced as rapidly as expected.
>
> The weather has been especially unfavorable for evening or night driving, and when it is reflected that for probably one-half of the people who own or can borrow a car, this shuts off almost all their opportunity for driving, it will be seen that weather conditions have a very serious effect upon gasoline consumption.

The late spring and the persistence of wet cold weather in May have undoubtedly had a remarkable—and detrimental—effect on the oil business, we are told. As the writer reminds us:

> The rise in crude-oil prices, from the middle of December last to the beginning of April, was practically unbroken. The belief was widely held that the decline in production would continue for some time, and that the rate of increase in consumption, which took place last year, would be repeated this year.
>
> It was the weather, however, which upset these calculations. The winter was long-drawn-out, and this kept back the opening of the gasoline season. There was a remarkable unseasonal falling off in consumption. The total production and imports in January were some 64,000,000 barrels, and these declined in February to around 63,000,000 barrels. But the domestic consumption, which in January was 51,782,000 barrels, dropt off in February to 38,932,000 barrels. So that, while the surplus of production in January had gotten down to only 740,000 barrels, in February this ran up to the large total of 11,630,000 barrels. This was due almost entirely to the remarkable and unexpected drop in consumption.
>
> It is now a question whether the summer consumption will make up for lost time. The higher prices and the optimistic outlook earlier in the year led to an intensive drilling campaign, and as drilling is many months ahead of production, a further gradual increase in supplies is to be anticipated.

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### LITTLE HOPE FOR LOWER RENTS

O much of the 1921 housing deficit still
remains, in spite of the building boom
he last two years, that it will be some
ne before we can expect an appreciable
wering of rents through the completion
new homes. At least this is the judg-
nt of William J. Moore, president of
American Bond and Mortgage Com-
ny of New York. The New York *Eve-
ng Post* quotes him as saying that 35
r cent. of the 1921 shortage still exists,
d building activity can go on at even 25
r cent. above normal for a few years to
ne before the accumulated housing
ortage will be fully made up. Mr. Moore
narks that:

The law of supply and demand with re-
d to rentals and housing facilities is
n more inexorable than with regard to
ny other commodities, because housing
a basic, indispensable need of man. A
k of sufficient apartments and houses
afford the tenant some choice among
kinds that meet his needs creates a
uation wherein building owners can
se prices. On the other hand, enough
using facilities to permit of choice pre-
t rentals from increasing.

lence, whether or not rentals may
d to become stabilized at present levels
ends to a great extent upon whether
not there has been sufficient residential
struction during the past two and one-
f years to meet the requirements for
mal growth and also to make up the
rtage which accumulated during the
years beginning with the middle of
6 to the middle of 1921. During this
iod, owing to increased building costs
l restrictions due to the war, residential
struction dropt about 50 per cent.
l was much below requirements for nor-
l growth, but taking into account the
plus of houses and apartments neces-
y to create a rental market.

This authority believes that the hous-
situation in New York is in general
alleled by the conditions in all our
er cities. He recalls the New York
islative Housing Commission's report
the effect that the housing emergency
l exists, and a Federal Reserve Bank
rt showing the extent to which the hous-
deficit has been made up, and says:
ie best information now obtainable
ls us to believe that as of January 1,
4, 65 per cent. of the deficit has been
de up and 35 per cent. still remains to
nade up." Now comes the question, how
this remaining deficit affect rentals?

Vith a 35 per cent. housing shortage
l existing, it is safe to assume that
re can be no general drop in rentals
hin the year 1924. In fact, if the opin-
of those in close touch with the build-
situation is correct, building activity
go on at 22 to 25 per cent. above nor-
l for a few years to come before the
umulated housing shortage will be en-
ly made up. Rentals during this period,
n, are not likely to decrease substan-
ly, for only a sufficient number of avail-
e houses and apartments to afford every
ant an opportunity for choice will
ng about reductions. And even then
lding costs still will constitute another
tor with which to reckon.

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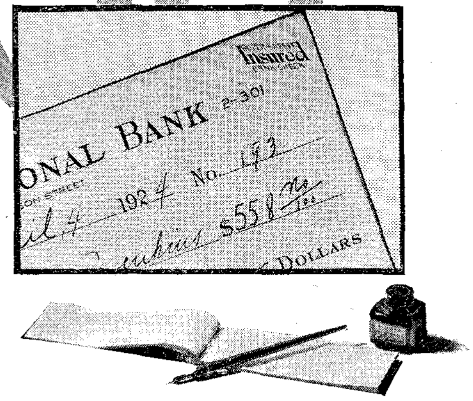

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Diabetes
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# CURRENT EVENTS

## FOREIGN

May 21.—The United States Army arour
the-world airplanes arrive at Mina
Japan, from Hitakappu Bay, Yetoro
Island. It had been mistakenly stat
before that the flyers had already arriv
at Minato. Bad weather, howev
detained them at Yetorofu. Ca
Pelletier D'Oisy, the Frenchman w
is also attempting a flight around t
world, whose plane was recen
wrecked, announces he will resume t
flight in a Chinese plane. A. Stu
MacLaren, the British flyer, arrives
Akyab, Burma, from Calcutta.

May 24.—The Russian Soviet Supre
Court sentences to death sevent
former judges, court officials, lawy
and others who had been convicted
corruption and bribery.

President Cosgrave, head of the Ir
Free State Government, demands i
mediate establishment of the Uls
boundary commission as a prelimin
to any conference for settling the bou
ary dispute by agreement.

May 25.—A band of Comitadjis en
Kintchoukour, western Thrace, a
massacre twelve men and four wom
Four others are wounded.

The American Army around-the-wo
flyers are entertained in Tokyo by Ja
nese officials and by representati
of their own and the British Gove
ments.

May 26.—The German Cabinet resig
and President Ebert, after accept
the resignation, requests Chancel
Marx to carry on the government pe
ing the formation of a new minis
The resignation was due to the fail
of the Nationalists to adopt the Da
report without reservations and to
dorse the present Government's poli
as a precondition to a coalition.

Ten thousand Japanese Army reserv
make a demonstration at the Natio
Military Shrine in Tokyo against
American exclusion act, and adop
resolution asking all reservists to ur
for the sake of their fatherland.

## DOMESTIC

May 21.—The Senate and House confe
reach a complete agreement on the
revision bill, containing the Democ
schedule.

A motion to report the bill providing
the leasing of Muscle Shoals to He
Ford is lost in the Senate Agricult
Committee by a vote of 10 to 6.

May 22.—Secretary of the Navy Wil
says in a formal report to the Hous
Representatives that the Ameri
Navy has fallen behind the 5-5-3 r
of the Four-Power Naval Treaty
now holds second place.

President Coolidge issues a proclama
putting into effect the rum-run
treaty with Great Britain. The tre
will remain in force one year from d
and continue from year to year so l
as neither Government desires
change the pact.

The financial loss from fire for 1923
$508,000,000, says President Harry
Smith of the National Board of
Underwriters. The loss was gre
than in any other year since the
Francisco disaster in 1906. Seve

five per cent. of the fires are said to have originated from preventable causes.

May 23.—By a vote of 56 to 5 the Senate adopts the Borah resolution approving the majority report of the special committee of investigation exonerating Senator Burton K. Wheeler of charges of illegally practising before the Department of the Interior.

May 24.—By a vote of 60 to 6 the Senate approves the tax-reduction bill containing the Democratic schedule, and sends it to the House.

By a vote of 10 to 6 the Senate Foreign Relations Committee reports favorably on Senator Pepper's World Court plan, under which the United States would join the World Court but remain clear of any legal relations with the League of Nations.

A liquor treaty similar to that with Great Britain is signed by the United States Government with Norway.

May 26.—President Coolidge signs the immigration bill, but in an attached statement regrets "the impossibility of severing from it the exclusion provision which in the light of the existing law affects especially the Japanese."

The House passes the tax-reduction bill by a vote of 376 to 9.

The Senate adopts by a vote of 55 to 0 Senator Borah's amendment to the postal salaries bill, requiring publication of campaign contributions every ten days throughout a campaign and of campaign deficits and reports from month to month of contributions to make up the deficits.

Victor Herbert, one of America's most popular music composers, dies suddenly on the way to his physician. He was born in Dublin on February 1, 1859.

The Veterans' Bureau requests of Congress an appropriation of $127,817,898 to defray the cost of the soldier bonus until July 1, 1925. Of the total, $1,188,500 is for administrative expenses.

---

**The Point of View.**—"The finest sight in the world to-day," says the Utica *Observer-Dispatch*, "is the mile after mile of cozy, warm-lighted houses." It is a fine sight, tho we object to the ranking system in fine sights. It is a fine sight to the motorist, driving along on a chilly evening. The lights go up in the houses that line the road, and he says, "Ah, these homes of happy people!" And somebody about to draw the shades in one of the houses looks out at the speeding motorist and says yearningly, "Pretty soft to be able to dash around the ountry anywhere you like."—*F. P. A. in New York World.*

---

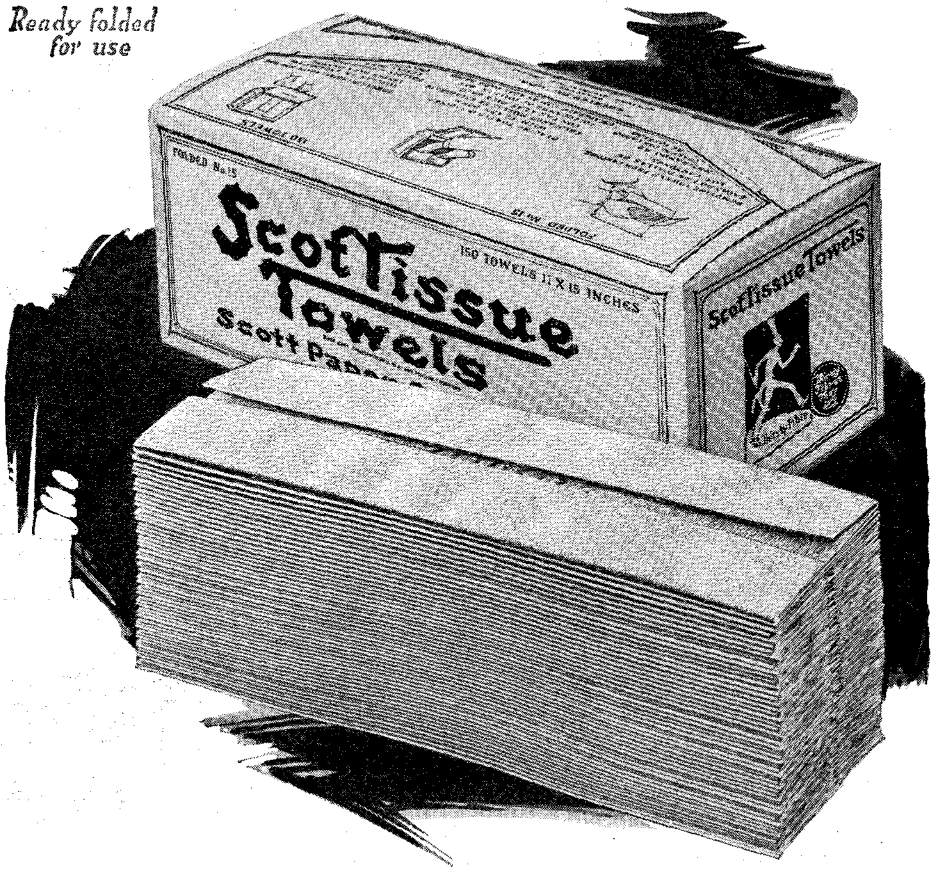
**The Easiest Way.**—"Your boy Josh ays he's going to town to seek employnent."

"Yep," answered Farmer Corntossel, 'I don't blame him. Everybody feels ocasionally like gittin' away an' lookin' fur ork 'stid o' stayin' where he knows it'll be aitin' fur him regular."—*Washington tar.*

---

**Not His Fault.**—Mistress—"Mary, your oung man has such an air of braggadocio bout him."

Mary—"Yis, pore lad, he worruks in a very stable."—*Farm and Home (Vanouver, B. C.)*



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# THE SPICE OF LIFE

**Skin or Bones.**—Grandma's rheumatism used to suffer when it rained; now it is her complexion that suffers.—*Cincinnati Enquirer.*

**He Loved Them All.**—Ethel—"I wonder if Jack loves me?"

Madge—"Of course he does, dear. Why should he make you an exception?"—*Boston Transcript.*

**Something Wrong.**—On Friday Freeholder Roe and County Engineer Snook inspected some brides in Fredon township and vicinity that were reported to be in bad condition.—*News item in the Jersey Herald.*

**Their Job.**—Insane asylums are reported filled to overflowing. The overflow may be observed daily driving motor-trucks about New York streets.—*New York Sun.*

**Grammar.**—"Dad!"

"Well?"

"Are politics plural?"

"No, my boy. There isn't anything in the world more singular."—*Sydney Bulletin.*

**Ex-actly.**—Sam—"What am you doin' now?"

Bo—"I'se an exporter."

Sam—"An exporter?"

Bo—"Yep, the Pullman Company just fired me."—*Black and Blue Jay.*

**His Move.**—He—"I notice you're not eating candy nowadays."

Fiancée—"No, I've pretty nearly gotten out of the habit since I've been going with you."—*Holmes Store News.*

**Even That.**—A casualty insurance company that had required some additional evidence to support a claim recently received a letter from the widow of the insured, which ended:

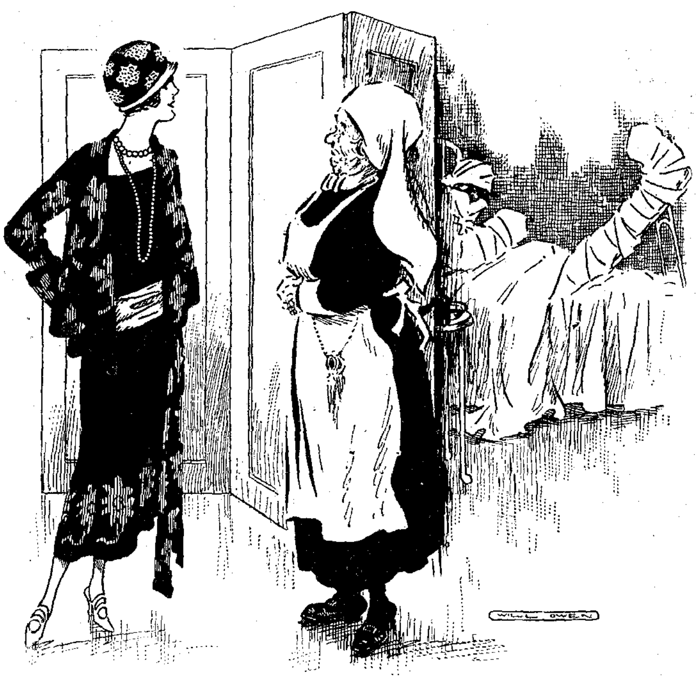
"I have so much trouble getting my money that I sometimes almost think I wish my husband were not dead."—*The Continent (Chicago).*

**Ye Craven Editor.**—There is a new departure in editors. One is going to law and make some of the liars pay for what they have been saying about him. Poor sportsmanship, say we. If an editor, with all his practise and experience, can not outlie his maligners, he should quit. We would like to see the color of the man's hair that could best us on the Ananias stunt.—*Smith Pioneer.*

**Home Treatment.**—Mrs. Jiggins, who was reading a newspaper, observed to her husband that the journal contained an article entitled "Women's Work for the Feeble-Minded."

Now Mr. Jiggins was in a reactionary mood. So he grunted and said: "I should like to know what women have ever done for the feeble-minded."

"They usually marry them, my dear," replied Mrs. Jiggins sweetly.—*Philadelphia Public Ledger.*



Hospital Nurse: "You wish to see the young man injured in the motor accident. You are the lady he was with?"

Gwendoline: "Yes, I thought it would be only fair to give him the kiss he was trying for."
—*London Humorist.*

**The One to Take Him.**—Dub—"I'm going to marry a girl who can take a joke."

Kay—"Don't worry; that's the only kind of a girl you'll get."—*The New York Daily News.*

**Dangerous Novelty.**—"Don't you find it rather difficult to think of new ideas for your speeches?"

"No," answered Senator Sorghum. "What keeps me busy is eliminating the novel touches until some more venturesome talker has tried 'em out and shown whether they are liable to be popular."—*Washington Star.*

**B. B. Etiquette.**—The office boy rushed into the boss's office with his hat on one side of his head and shouted, "Hey, boss! I want to get off to go to the ball game."

"William," said the boss, "that is no way to ask. Sit here at the desk and I will show you how."

He went from the room and returned with his hat in his hand saying, "Please, Mr. Smith, may I go to the ball game this afternoon?"

"Sure," said Billy; "here is 50 cents for a ticket."—*The Continent (Chicago).*

**When Silence Is Not Golden.**—"The people have ceased to discuss those scandalous disclosures."

"I've noticed that," answered Senator Sorghum.

"Evidently they have decided to forget the matter."

"You can't always tell about things like that. When a man avoids a topic of conversation, it may mean two things: that he is no longer interested or else that he doesn't want to get any madder about it than he already is."—*Washington Star.*

**Outstanding Exception.**—Ordinarily a woman is afraid of a mouse, but not if she promised to love, honor and obey him.—*Nelson News.*

**The Sign of a Strong Man.**—To-day we judge a man's character by observing whether or not he has enough authority to keep his wife from bobbing her hair.—*Dry Goods Economist.*

**Why Insure 'Em?**—SALESWOMEN—Aggressive women make good lice insurance solicitors. Write for booklet, "The Choice of a Profession." Manager, Mutual Life of New York, Atlanta.—*Want Ad in Atlanta Constitution.*

**Strange New Model.**—M. Mercatoris & Son, dealers in Buick motor vehicles, sold on Saturday a four-wheel 1924 Buick to the Meadville Machinery Co.—*The Tribune-Republican (Meadville, Pa.).*

**No Good.**—A corn sirup manufacturing company received the following letter: "Dear Sirs—I have ate three cans of your corn sirup and it has not helped my corns one bit."—*Farm and Home (Vancouver, B. C.).*

**Dauntless.**—"What will you do in case your party is unsuccessful this year?"

"I'll go before my constituency," replied Senator Sorghum, "with the solemn reminder that under the circumstances our country needs me to save it, more'n ever."—*Washington Star.*

**Warned.**—Sam, while walking in the woods late one afternoon, was surprized by a wildcat which proceeded to chase him to the top limbs of a large oak tree on the edge of a deep canyon. The wildcat was climbing as fast as Sam, and soon had forced him perilously near the decaying end of a long limb extending beyond the edge of the precipice. Sam decided it was time to remonstrate.

"Wilecat," he said impressively, "wilecat, does yo' make me go one inch furdah' yo' is gwine to have to jump a long ways fo' yo' suppah!"—*American Legion Weekly*

**With Thanks.**—Laboring mightily, little lad was pushing a handcart loaded with broken stone, and ten times too big for him. A kindly passer-by put hi shoulder to the wheel and helped him.

When they arrived at the top of the hill he said to the boy, in front of the crowd o idlers that had collected:

"I call it an outrage to give a kid like you a job like that! Why didn't you tell you employer it was too heavy for you?"

"I did."

"And what did the big bully say?"

"Well, he said, 'Go ahead with it you're sure to find some fool loafer on th way to give you a hand.'"—*Le Journ Amusant (Paris).*